PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JUNE 24, 2019 | VOLUME 77, NO. 11

# 2019 Rail Conference

## Toronto, ON

COMMENTARY

**BY RONALD L. BATORY**
Administrator, FRA

# Riding the Head End at FRA

**The recent commemoration of the 150th anniversary of the Golden Spike provides an incredible backdrop to consider how much railroads have changed America and how much rail transportation, and our world, have changed.**

**RAILROADS LINKED TWO FAR-FLUNG OCEANS** and hastened westward expansion. A person could travel across the continent in days instead of weeks or months.

Obviously, there are far too many significant historical developments to mention that have created the robust and national rail network of today. While rail mileage decreased during the 20th century, the centrality of railroads did not.

Both freight and passenger rail are integral components of America's intermodal transportation system. Indeed, rail transport remains so vital to our mobility that any significant outage or disruption could have cascading effects and impacts on commerce and the economy.

After more than 45 years working in the railroad industry on multiple properties, I was honored to be nominated to serve as the 14th FRA administrator. I have three loves in my life: my country, my family and railroads. I'll leave the order up to your imagination, but the safe answer is "all of the above."

In the nearly 16 months since being confirmed by the U.S. Senate, I've had the privilege of viewing the industry from an entirely different vantage point.

Quite often I remark how fortunate I've been to learn from thousands of railroaders over many decades. This includes train crews, trackmen and signal maintainers, dispatchers, road foremen, shop workers, superintendents, as well as customer service representatives, accountants, risk managers and corporate executives, not to mention labor officials, manufacturers, suppliers and even shippers.

I understand the interplay between host freight and passenger railroads, and how the safe and reliable movement of people and freight impact our way of life. Similarly, I have benefitted immensely from my interactions with the dedicated professionals at FRA, whose wealth of knowledge and perspectives make a huge difference.

This culmination of experiences presents an unrivaled opportunity for me to look toward the future and do what I can to ensure a strong foundation for a vibrant and resilient rail network meeting America's 21st-century mobility needs.

I'm frequently asked about my top priorities in leading the FRA. There are two ways I answer this question. At the global level, I am a champion of good communication, efficiency, transparency and innovation. With respect to public policy objectives, my priorities can be summed up as follows:

***Safety, safety, safety, safety.*** These four corners box the overall FRA agenda every day. Safety is non-negotiable. It must be fully embedded into our mindset. Railroading is not unsafe, but one mistake can be your last. So, we must remain focused with laser-like precision on reducing and eliminating risk wherever we find it.

This is why we continue to work tirelessly in overseeing the railroad industry's completion of PTC implementation. PTC is a transformative technology. Its successful deployment and operation will set the stage for a technological evolution of an even more efficient and robust system. A later PTC "Version 2.0" may afford the potential to further pinpoint the location, direction and speed of trains to increase system fluidity and capacity, among other benefits.

I continue to advocate that FRA and the industry aggressively promote and strengthen efforts to reduce the frequency of highway/rail grade crossing collisions and trespass casualties. This issue will always be close to my heart, having been in locomotive cabs during impacts with highway vehicles.

> **PTC is a transformative technology. Its successful deployment and operation will set the stage for a technological evolution of an even more efficient and robust system.**

Educating the public and raising awareness of the dangers at crossings and along rail rights-of-way remains a challenge. The issue is paramount because these preventable events occur every single day despite the efforts of U.S. DOT, including FTA, our Federal Highway Administration, National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration. Along with valued stakeholders like Operation Lifesaver, states, localities, educators, law enforcement and emergency responders continue to support FRA in identifying solutions to deter risky behavior so no railroader, rail passenger or person near train tracks is needlessly endangered.

My final policy priority at FRA is advocating for the exploration of new technology within the rail industry to further enhance safety. Innovation is the marriage of safety and technology and must be pursued to help reduce risk.

There is no false choice here. A safety culture of zero tolerance can be enabled with new technology both preventing and avoiding human error. This synergistic combination of workplace culture and applied science could be the key ingredient in developing smart and sustainable infrastructure for the future. Our investments and time will continue to focus on these priorities, working with important stakeholders and always keeping safety as number one.

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# Full House to Consider THUD Appropriations

**AS *PASSENGER TRANSPORT*** went to press, the full House of Representatives was scheduled to consider H.R. 3055, a "minibus" appropriations bill that includes the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill (H.R. 3163) and several other appropriations bills for FY 2020. The House Appropriations Committee earlier approved the THUD Appropriations bill.

The House is also scheduled to consider hundreds of amendments to the bill.

The full text of the minibus appropriations bill, which includes THUD Appropriations as Division E, is at https://bit.ly/2L3rLHj.

APTA President and CEO Paul P. Skoutelas, far left, and Chair David M. Stackrow Sr., far right, with officials from the Finnish Ministry of Transportation during APTA's study mission to Europe.

# House Committee Seeks To Block Foreign Railcars

**A PROVISION IN THE DEFENSE** authorization bill approved June 13 by the House Armed Services Committee prohibits public transit agencies from using FTA funds to buy railcars manufactured by "foreign state-owned, -controlled, or -subsidized enterprises."

The committee included this provision because of its growing cybersecurity concerns regarding railcars manufactured by foreign state-owned companies. This provision could affect public transit agencies' rolling stock bidding processes and vehicle manufacturers.

The full text of H.R. 2500, the National Defense Authorization Act for FY 2020, is at https://bit.ly/2WvSQEZ.

# TTC Helps Celebrate the Raptors

The Toronto Transit Commission helped transport the thousands of Toronto Raptors fans who came downtown June 17 to celebrate the team's first National Basketball Association championship.

# Metro Transit's C Line BRT Brings Electric Buses to Twin Cities

Metro Transit, serving the Minneapolis-St. Paul region, introduced the first 60-foot articulated electric buses in the region with the recent launch of METRO C Line BRT service. Participants in the ribbon-cutting ceremony included Minnesota Gov. Tim Walz, holding the ribbon; Brooklyn Center Mayor Mike Elliott, in the black hat; Minnesota state Sen. Scott Dibble; and Metro Bus operator Henry Bridges. The new, 8.5-mile BRT route, operating with New Flyer buses, connects Minneapolis and neighboring Brooklyn Center.

# APTA's Study Mission: Being MaaS Ready

**A 29-MEMBER APTA DELEGATION** that included representatives from public transportation agencies and businesses visited Vienna, Hamburg and Helsinki June 2-8 to explore host systems' approaches to building and maintaining an integrated, customer-centric multimodal mobility service with public transportation as a backbone.

APTA members participated in presentations, panel discussions and site visits with the three cities' public transportation authorities, local and national stakeholders and business leaders. APTA Chair David M. Stackrow Sr., board treasurer, Capital District Transportation Authority, Albany, NY, and APTA President and CEO Paul P. Skoutelas led the mission. In Vienna, participants met with the public transport operator, Wiener Linien, and the public startup company, Upstream—a public MaaS platform that allows for the planning, payment and access to mobility services throughout the Vienna region.

Hamburger Hochbahn, Hamburg's operator of bus and heavy rail, hosted the delegation to offer an insight into the development of its digital Mobility-as-a-Service (MaaS) solution, Switchh, and demonstrate firsthand the physical integration of mobility services. Participants also met with the Hannover public transportation company, USTRA, which was a pioneer in how to transform from a public transit operator to a mobility management company.

The study mission continued on to Helsinki to meet with MaaS Global, the first commercial startup to develop a MaaS subscription service; with HSL, the Helsinki Regional Transportation Authority, which plans and organizes public transportation in the region; and with the Finnish Ministry of Transportation to learn about the legislative approaches that have made Finland a MaaS global leader.

Following the mission, members of the delegation had the opportunity to attend the Global Summit of the UITP (International Association of Public Transport), June 9-12 in Stockholm, where they met with additional international public transportation stakeholders and APTA international partners.

> **The study mission underscored how important it is to position public transportation as the backbone of the Mobility-as-a-Service concept.**

"This study mission underscored how important it is to position public transportation as the backbone of the Mobility-as-a-Service (MaaS) concept," said Stackrow. "A clear vision of sustainable mobility, an excellent and well-integrated public transportation system and mobility partners who are willing to coordinate on a level playing field are all necessary ingredients of successful MaaS."

"Each of the cities we visited already has a very well-developed public transportation system with a high modal share of local and regional trips (50 percent or more)," said Skoutelas. "Yet they continue to invest in organizational and system innovations to ensure they are continually providing the best customer experience possible and that they will remain a relevant mobility player in the future."

Members of the delegation will share key takeaways at APTA's 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting, Oct. 13-16 in New York. In addition, APTA will publish a report on the mission in the coming months.

# A New Look for *Passenger Transport*!

**You will notice some changes with this issue of *Passenger Transport*. We've updated and refreshed its appearance for our readers. We hope you like our cleaner, more modern look!**

# Transit Board Members To Meet In July

**PUBLIC TRANSPORTATION AGENCY** board members and board administrators will benefit from the specialized instruction offered at the 2019 APTA Transit Board Members & Board Administrators Seminar, July 20-23 in Jacksonville, FL.

The seminar provides the opportunity for professional development sessions focusing on best practices in governance and creating policy for public transportation systems. Educational content includes national and regional legislative issues as well as advocacy, safety and security and mobility management.

This year's seminar focuses on the following themes:

- National and Grassroots Advocacy;
- Addressing Ridership Trends;
- Governance and Leadership;
- The Changing Mobility Landscape: What Boards Need to Know and Do; and
- The Board's Role in Transit Safety and Security.

More information about the seminar and how to register is available at www.apta.com.

# First-Quarter Ridership Report Released

**AMERICANS TOOK 2.4 BILLION** trips on public transportation in the first quarter of 2019, according to a new APTA report. Ridership increased on commuter rail throughout the country and on bus systems in population areas of fewer than 100,000 residents. Nationally, commuter rail ridership grew by 2.1 percent with 13 out of 31 systems showing increases.

Compared to the first quarter of 2018, there was an overall 1.7 percent decrease in ridership.

"Public transportation is a vital service for millions of Americans," said APTA President and CEO Paul P. Skoutelas. "With the goal of providing safe, reliable and convenient services, transit systems throughout the country are working to modernize their fleets and facilities and maintain their tracks and structures. These state of good repair improvements, along with innovations in service delivery, are critical to meet the needs of residents and attracting and retaining riders in communities of all sizes."

View the complete APTA ridership report at www.apta.com.

# JTA's Ford Receives Eno Thought Leader Award

**THE ENO CENTER FOR TRANSPORTATION** honored Nathaniel P. Ford Sr., chief executive officer of the Jacksonville (FL) Transportation Authority and immediate past chair of APTA, with its 2019 Eno Thought Leader Award at an event earlier this month in Washington, DC.

Nathaniel P. Ford Sr. addresses attendees after receiving the 2019 Eno Thought Leader Award.

Eno presents the award to public transportation professionals who embody strong leadership and who pursue visionary and innovative approaches to transit solutions.

"By embracing new technology and workforce development, leadership and advocacy, enterprise risk management, levering big data and creating synergy with the public sector, we can better serve those who rely on our transit network and encourage new customers to come on board," Ford said.

**Attending the 2019 APTA Rail Conference? Be sure to download the "Eventsential" app; open it up and search for "APTA"; tap the Rail Conference logo to launch.**

**For social media, use the official conference hashtag: #APTArail19**

Los Angeles Metro partnered with iyai+ (Introducing Youth to American Infrastructure) to host "Infrastructure for the Next Generation," an interactive platform for students to learn about careers in infrastructure.

# APTAU: Delivering The Future Workforce

**APTA MEMBERS CONNECTED** with hundreds of students on APTA**U**'s National Public Transportation Career Day and other activities recently.

Agencies and organizations across the country participated in outreach activities promoting and educating students on the numerous careers in public transportation.

APTA members in Grand Rapids, MI; Chicago; Fort Wayne, IN; Los Angeles; San Antonio; Pompano Beach, FL; and Bridgeport, CT, among others, conducted a variety of activities, including highlighting interns in various disciplines on social media; partnering with school systems in career fairs; sharing staff insights and information about careers; hosting tours of operations, maintenance and training facilities; and promoting railroad safety.

For example, Los Angeles Metro conducted two activities during the week. First, Metro's Women and Girls Governing Council hosted ninth- and 10th- grade students on Career Day for activities and an opportunity to learn about Metro and public transportation careers through career shadowing. The girls were partnered with Metro staff to receive an invaluable glimpse into different job functions. The goal was for each student to leave with an impression about public transportation careers in fields including operations, construction and planning.

The girls also participated in an activity

PUBLIC TRANSPORTATION CAREER DAY CONTINUED ON PAGE 29

# Agencies Share Latest Research and Mobility Solutions on TCRP Day

Public transit agencies throughout the U.S.—including the Santa Clara Valley Transportation Authority in San Jose, CA, pictured here—took part in the second annual TCRP Day June 13, hosting educational events to create awareness of the program, showcasing the research it provides to the public transportation industry and helping to increase the number of transit professionals involved.

# In Memoriam

## Stephens, Retired SFRTA Executive Director

**JACK L. STEPHENS,** 71, who retired in December 2018 as executive director of the South Florida Regional Transportation Authority (SFRTA)/Tri-Rail in Pompano Beach, FL, died June 2 in Fort Lauderdale. He had served as executive director since 2014 and as deputy executive director since 2003. Stephens' public transportation career covered more than 30 years, which also included numerous positions with the Metropolitan Atlanta Rapid Transit Authority.

Jack L. Stephens

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# *Imagine the extraordinary*
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# Welcome to Toronto!

**BY RICHARD J. LEARY**
Chief Executive Officer
Toronto Transit Commission

Richard J. Leary

**TO ALL 2019** APTA Rail Conference colleagues and International Rail Rodeo competitors, on behalf of the Toronto Transit Commission (TTC) executive team and our entire workforce, it is my pleasure to welcome you to the great city of Toronto.

We at the TTC are thrilled to be hosting this year's conference and rodeo and we are looking forward to a fun and exciting event with our public transit colleagues from across North America.

As the third largest public transit system in North America, the TTC is continually renewing its commitment to customers and modernizing its infrastructure to deliver a public transit system Toronto can be proud of.

We've achieved a great deal over the past several years. The transit investments supported by Toronto City Council, and led by our TTC chair and mayor, have been monumental:

- Historic levels of funding to reverse service cuts and increase service across our city;
- Significant improvements to that service in terms of big reductions in subway delay minutes, bigger reductions in short turns to our bus services and record high levels in customer satisfaction;
- Major strides in the system's accessibility; and
- Last but not least, the opening of our first cross-boundary subway extension, which takes riders north into the neighboring municipality, in 2017.

Our great and diverse city on the shore of Lake Ontario stretches 630 square kilometers and is the heart of the Greater Toronto Area (GTA), an area with a total population of some 5.5 million people.

With a grid network of subways, streetcars, buses and a specialized service, Wheel-Trans, for customers who require accessible transportation, the TTC provides service to 2.8 million people in Toronto and beyond; in fact, our ridership accounts for about 85 percent of all local transit trips in the GTA. With approximately 1.7 million customer journeys on a typical weekday, the TTC has one of the highest per-capita ridership rates in North America.

In Toronto, it takes 15,000 highly skilled and motivated women and men to deliver and maintain a safe, reliable and punctual service for more than 525 million customers a year—or one billion passengers every 22 months. In fact, 2019 is a significant year for the TTC as we will welcome our 32 billionth rider since our inception in 1921.

There will be an incredible amount of skill and know-how at the conference and rodeo, and it will be a tremendous privilege to see our industry's best operations and maintenance people in our great city.

I hope you have a great time visiting Toronto and a great experience riding the TTC!

The skyline of Toronto, site of the 2019 APTA Rail Conference.

# Rail Professionals to Convene in Toronto

**RAIL TRANSIT PROFESSIONALS—** including those involved in streetcar and light, heavy, commuter and intercity rail operations—will meet at the Sheraton Centre in Toronto for the 2019 APTA Rail Conference, June 23-26, hosted by the Toronto Transit Commission (TTC).

In advance of the Opening General Session Monday morning, June 24, contestants gathered June 22 to participate in the annual International Rail Rodeo competition and numerous APTA committees convened throughout the weekend. The schedule for Sunday evening, June 23, featured the Welcome to Toronto Reception at the Rail Products & Services Showcase and the International Rail Rodeo Awards Ceremony, followed by the rodeo awards reception.

Jennifer M. Granholm—former two-term governor of Michigan and CNN senior political commentator, Granholm Mulhern Associates, Oakland, CA—will give the keynote speech at the opening session, with the theme "Public Transit's Inevitable Shift." Other speakers will include APTA Chair David M. Stackrow Sr., board treasurer, Capital District Transportation Authority, Albany, NY, and APTA President and CEO Paul P. Skoutelas. The first set of concurrent educational sessions will follow.

The Rail Products & Services Showcase will reopen Monday from noon to 3 p.m., followed by a General Session, "Priorities and Perspectives from U.S. Federal Partners," featuring FTA Acting Administrator K. Jane Williams and Karl Alexy, FRA acting associate administrator for railroad safety and chief safety officer. The day will conclude with more concurrent sessions.

A General Luncheon on Tuesday, June 25, will include both a panel session, "CUTA at APTA—A Discussion of Rail Transit in Canada," and the presentation of the APTA Rail Safety and Security Gold Awards. Four sets of educational sessions will account for most of the day's events.

Prior to the Closing General Session, "Engineering the Building Blocks of Today's Modern Cities," the schedule for Wednesday morning, June 26, will offer more educational opportunities. Panelists at the closing session will report on the elements of modern, "smart" cities, such as passenger rail technology, intelligent transportation networks, 5G spectrum and urban street design.

TTC has scheduled four technical tours that afternoon for attendees: a visit to the Leslie Barns Streetcar Facility, the first new streetcar storage facility to be built in Toronto in 93 years; the Transit Control Centre, which oversees almost 48 miles of subway and surface tracks serving 75 TTC stations; the Wilson Complex, the largest of TTC's three subway yards and seven bus garages; and a self-guided tour of the six new stations on the Toronto-York-Spadina Subway Extension, which opened late last year.

# California High-Speed Rail: Moving Forward

**BY MICAH FLORES**
Public Information Officer
California High-Speed Rail Authority
Sacramento, CA

## California Is a Big State With a Bold Vision

**WITH A POPULATION OF** 40 million and a $2.5 trillion economy (the world's fifth largest), the Golden State is taking steps today toward building the country's first true high-speed rail system of tomorrow—one segment at a time.

Construction underway in the state's fertile Central Valley has been funded in part by a $2.55 billion federal economic stimulus grant, awarded to the California High-Speed Rail Authority in 2010 at the height of the worst economic recession since the Great Depression of the 1930s. Combined with other state and federal funds, the investment, including funds for local and regional rail lines, marked the beginning of the work to build the system approved by California voters in 2008.

The state has since met the deadline to fully invest all the federal grant funds by Sept. 30, 2017. It also has drawn in hundreds of private sector firms (including small, disadvantaged and veteran-owned businesses) to begin construction on what is one of the largest public infrastructure projects in the country. The project has created thousands of good-paying jobs, putting 2,700 men and women to work building the first 119 miles of high-speed rail assets: bridges, viaducts, grade separations and other civil works. The project has infused the state's economy with billions of dollars.

Photo courtesy of California High-Speed Rail Authority

At the San Joaquin River, crews are seen installing metal decking over the river, concrete superstructure elements are being poured to the south of the river and deck drainage is being installed on completed sections.

When Phase 1 of the California high-speed rail system opens, electric high-speed rail passenger trains will transform the way Californians move, live and work. Trains will go from San Francisco through the Central Valley to Los Angeles and Anaheim in less than three hours at speeds capable of exceeding 200 mph (compared to a car trip of at least six and a half hours in the best traffic). The system will eventually stretch 800 miles and connect other highly populated megaregions, extending as far north as Sacramento and farther south to San Diego.

## 2019 Project Update Report—Key Aspects

The authority's 2019 Project Update Report (PUR) to the California State Legislature updates progress made since the release of the 2017 PUR, summarizing work completed since the adoption of the 2018 Business Plan.

The PUR outlines the authority's

CALIFORNIA HIGH-SPEED RAIL
CONTINUED ON PAGE 8

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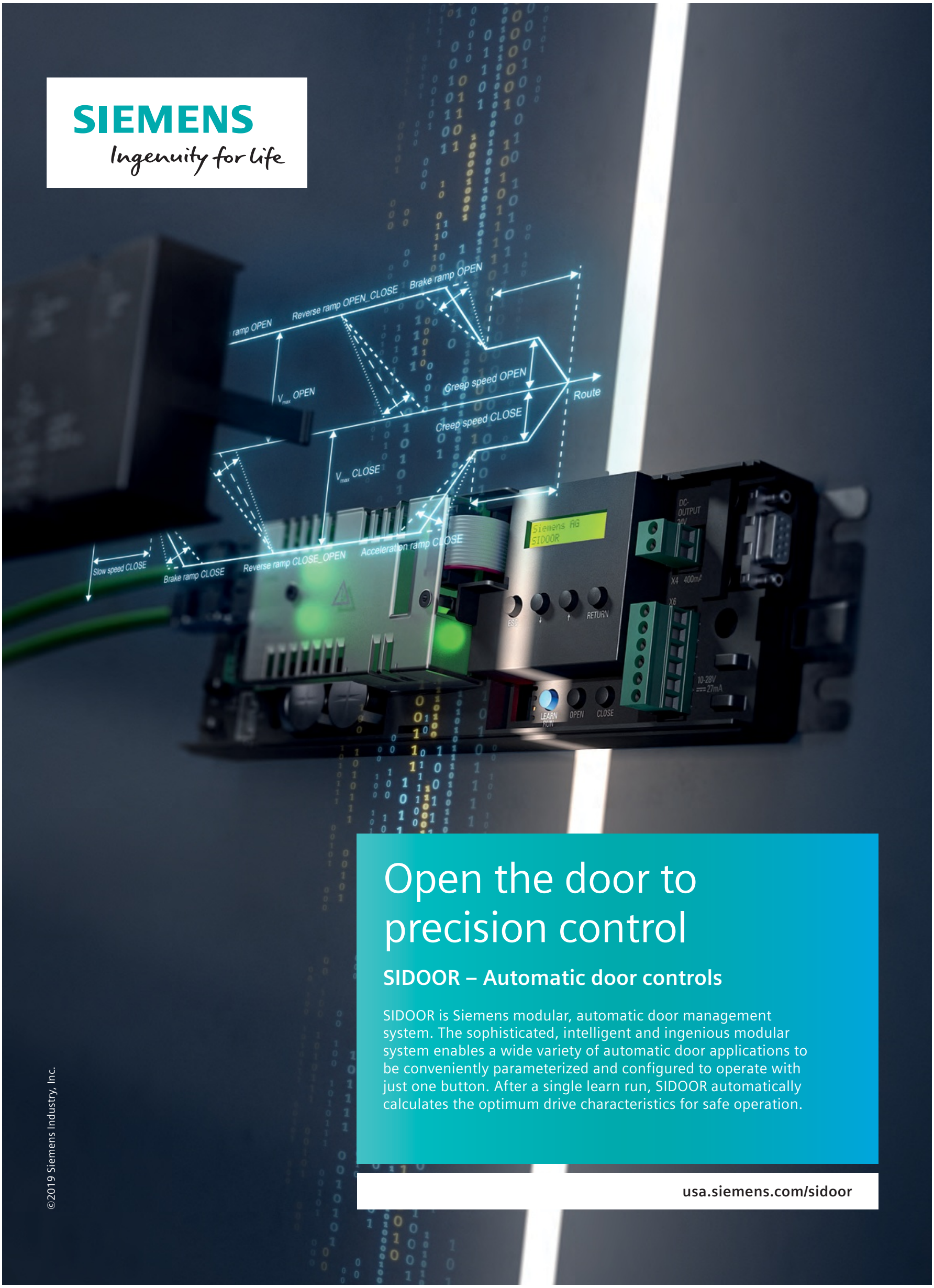


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# Triple Win for DC Streetcar's Third Year

## A New Ridership Milestone and Three New Awards

**BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT) PUBLIC INFORMATION DIVISION**

**BY ITS THIRD ANNIVERSARY** in February 2019, DC Streetcar in Washington, DC, was celebrating more than another year of service. The 2.4-mile line exceeded predictions after meeting its latest ridership milestone months prior. At the regional and national levels, the streetcar's maintenance facility earned awards marking the program's commitment to sustainability and community.

"DC Streetcar continues reaching new milestones and earning recognition years after its launch," said DDOT Director Jeff Marootian. "As the system grows, we look forward to serving millions more passengers and helping to enhance DC's local neighborhoods."

### A New Milestone

With monthly ridership of approximately 100,000, DC Streetcar served its three millionth passenger in December 2018. Ridership remains steady as the streetcar serves a growing corridor where retail, restaurants and multi-use development thrive.

The next phase of DC Streetcar features a 2-mile extension that will help passengers connect to an additional Metrorail station, creating more public transit options across and surrounding the District.

### A Multi-Award-Winning Facility

The DC Streetcar Car Barn Training Center (CBTC) houses operations for the current and forthcoming streetcar lines. In 2018, its sustainability and historic compatibility features earned the DC Streetcar team three awards: an ENR Award of Merit, ULI-Washington's Excellence in Institutional Development Award and an ACEC Engineering Excellence Award.

As a demonstration project for the SustainableDC project, the facility includes several environmentally friendly and energy-efficient features such as solar panels, daylighting, grass streetcar tracks and a comprehensive rainwater management system that treats wastewater and rainwater onsite and recycles it for other uses.

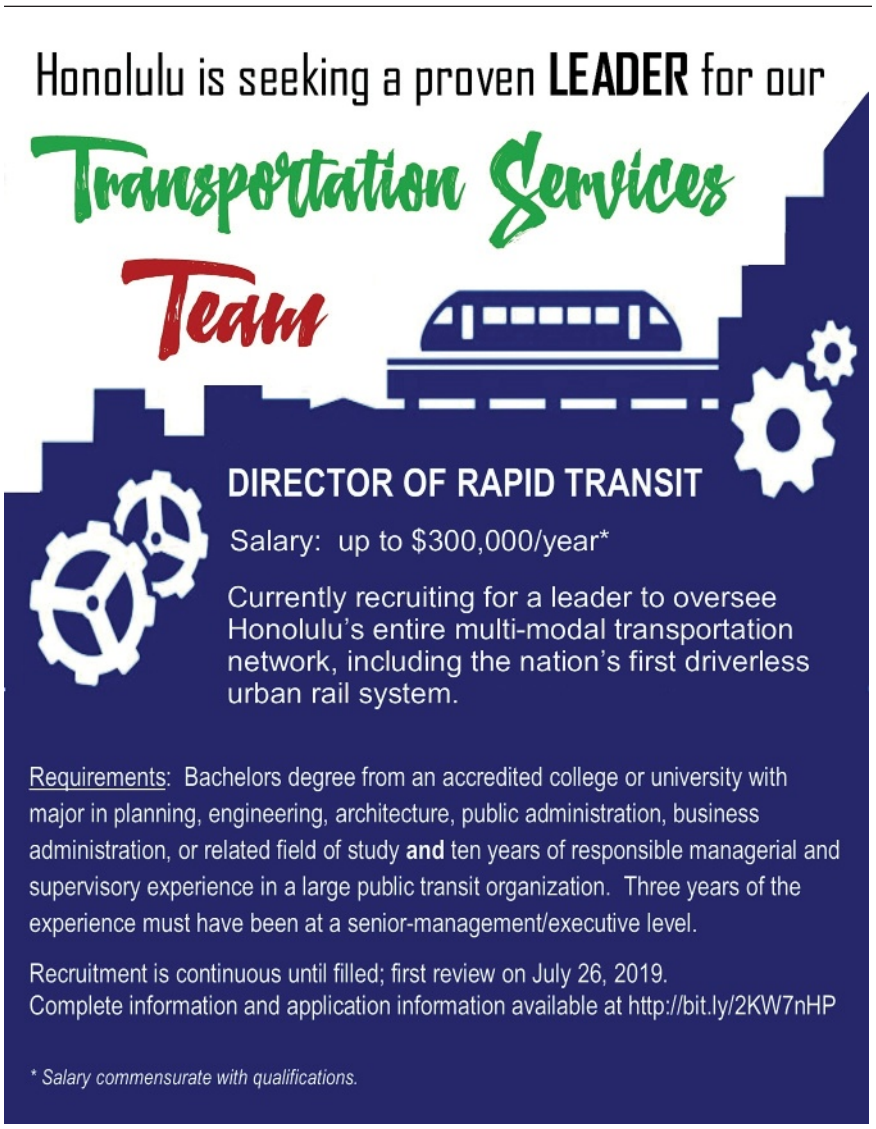
The CBTC incorporates these modern sustainability features in a manner that is historically compatible with its surroundings, including Spingarn High School and Langston Golf Course. The building's design responds to the surrounding architecture with a civic-scaled, light-colored framing of the maintenance bays and a welcoming building entrance with a staircase that leads to large windows where the community can approach and observe the activity occurring within.

Photo by Halkin Mason Photography

The DC Streetcar CBTC's glass façade welcomes pedestrians to view maintenance activities taking place inside.

### Looking Ahead

As DC Streetcar works toward its first extension, the program is committed to keeping service free for passengers as a means of promoting transit equity in the District.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Recruitment is continuous until filled; first review on July 26, 2019.
Complete information and application information available at http://bit.ly/2KW7nHP
* Salary commensurate with qualifications.


# DCTA to Begin PTC Revenue Service Demonstration

**THE DENTON COUNTY** Transportation Authority (DCTA), Lewisville, TX, has moved closer to implementing and certifying PTC technology on its 21-mile A-train commuter rail line.

In January 2019, FRA approved DCTA's Revenue Service Demonstration (RSD) application and the agency moved to the RSD PTC phase—operating revenue (regularly scheduled) trains with PTC technology. The agency is the first in Texas to be in RSD on its rail line and is currently operating select train runs in RSD.

"I'm proud of our talented and dedicated team that has been working diligently to keep DCTA moving forward with PTC testing and implementation," said Raymond Suarez, DCTA CEO. "PTC is a significant safety upgrade to our system and we will continue to prioritize this project to ensure our A-train has the highest level of safety technology."

### A-train Service Modifications During RSD PTC Testing Phase

DCTA has identified temporary A-train service modifications to maintain its progress on PTC testing and full implementation. In January 2019, the agency began running its two Friday evening schedules and first Saturday morning schedule as "out of service" PTC RSD testing trains.

The suspended RSD trains will continue up until DCTA's next service change, in which all agency trains will be in RSD.

### Next Steps

DCTA was the first public transit agency in Texas to begin testing on PTC and ranks in the top third of agencies in the U.S. for PTC implementation progress. The agency expects FRA to certify its PTC technology by June 2020.

## CALIFORNIA HIGH-SPEED RAIL CONTINUED FROM PAGE 6

recommendation to move forward on a $20.4 billion, 171-mile Merced-Fresno-Bakersfield interim operating segment to be completed by 2028. As the system was never fully funded, this "live within our means" approach accounts for available funds, allowing the authority to meet state and federal commitments, positioning itself to advance additional segments as funding becomes available.

This recommendation is not a Central Valley line instead of a Silicon Valley to Central Valley line—it is a Central Valley line first. From there the authority will work to continue building the valley-to-valley and Phase I systems as envisioned.

Next steps toward realizing California's bold vision will be updated in the 2020 Business Plan, to be released in February 2020.

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# Rail Replacement in DART's Downtown District

**BY MICHAEL HOLBROOK**
Vice President, Rail Operations
Dallas Area Rapid Transit

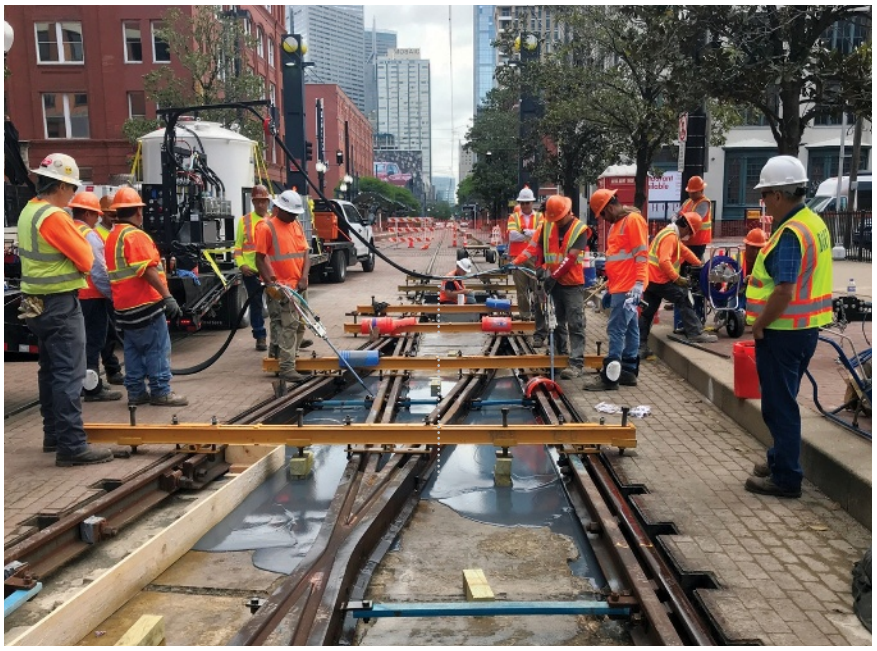
**DALLAS AREA RAPID TRANSIT** (DART) realized in 2014 that the existing 118-pound embedded girder rail that was installed in the downtown business district was rapidly wearing out. Some areas had become critical and needed immediate replacement. When we replaced the first 3,300 track feet of rail in late 2014, the decision was made for a capital project to replace the critical areas first and come back at some point in time to replace the remaining sections of rail.

One of the obstacles to overcome was that the new rail had to be re-embedded in grout much like the way it was done back in 1995. This type of installation would be both labor- and time-intensive as the specific grout compound comes in 5-gallon buckets to which a hardener is added and then hand poured into the trough. This action meant that only minimal lengths of rail could be changed out over a 48-hour rail shutdown.

Another obstacle: the grout wasn't made in America.

What we were able to find was a new grout product on the market that met all the required DART standards, and it's made in America.

That grout is HPRE-MD manufactured by Willamette Valley Company (WVCO) out of Portland, OR. This grout is machine applied, fast drying and reduces both labor and time, which was a cost savings to DART. Here are some reasons why we choose HPRE-MD grout:



DART found that HPRE-MD provided superior noise and vibration reduction for its downtown Dallas business district rail replacement project.

### Environmental:

HPRE-MD is a Zero VOC (Volatile Organic Compound) product. WVCO takes the material storage vessels or totes back for recycling, saving landfills from buckets of materials. (As an example, the remaining Central Business District project would require a minimum of 13,000 buckets that would have to be disposed of in our local landfill.)

### Labor Reduction:

Average production rate is 30 cubic feet per shift hour with a three-person crew, compared to a 10-person crew mixing and placing buckets to achieve the same. This equates to a reduction of 56 labor hours per eight-hour shift vs. competitive bucket mix kits.

### Speed of Cure Time:

HPRE-MD may be opened to full train and vehicle traffic within one hour after placement under 70-degree-Fahrenheit-plus conditions. This provided us with the ability to work a longer shift and not have to stop production to allow for hours of cure time.

### Noise and Vibration Reduction:

HPRE-MD reduces the noise and vibration of train traffic by dampening both items.

# Bank-Issued Cards Coming Soon To Miami-Dade Transit

**BY KARLA DAMIAN**
Media and Public Relations Officer
Department of Transportation and Public Works
Miami-Dade County

**THIS SUMMER, THE MIAMI-DADE** County Department of Transportation and Public Works (DTPW) will launch an open-payment program, allowing riders with a bank-issued contactless credit or debit card to simply tap and go at a faregate or farebox to ride on Miami-Dade Transit's Metrorail or Metrobus.

Riders will also be able to pay via their near-field communication mobile devices, including enabled smart watches and other wearables with Apple Pay and Google Pay, with one tap.

"We want to attract even more people to ride public transit and reduce congestion. The use of new technology, such as open payment, makes our services easier to use and more accessible," said DTPW Director Alice N. Bravo.

In modernizing the fare system, open payment brings big wins to both riders and the agency in terms of convenience and savings. Riders can get through a Metrorail faregate or board a Metrobus much faster by simply scanning a mobile device, rather than having to look for change or a farecard, and DTPW can reduce its costs of producing and stocking fare products.

The system upgrade also positions DTPW for the future as cash payments continue to decline as the use of mobile wallets increases.

Visa predicts that the number of contactless cards issued in the U.S. will rise to 300 million by the end of 2020. According to JPMorgan's Abeer Bhatia, president of card marketing, pricing and innovation, JPMorgan alone has handed out close to 20 million contactless cards.

Riders with a bank-issued contactless credit or debit card or smart devices with Apple Pay and Google Pay will soon be able to tap and go at a Miami-Dade Transit Metrorail or Metrobus faregate or farebox.

## Talking Toronto

Toronto is North America's **fifth largest city** and its residents speak more than **180 different languages** and dialects; more than a third of them speak a language other than English and French. Ethnic neighborhoods include Little Italy, Little Portugal and Chinatown, and they often have dual language street signs.

Annually, Toronto hosts the largest **street festival** in North America: the Peeks Toronto Caribbean Carnival, usually known as Caribana. This event brings more than a million visitors to the city each year.

Toronto has an **underground walkway** called PATH, which is now an enormous underground shopping complex. It's also the home of the world's largest underground sidewalk sale every year.

The **Rogers Centre** (previously known as the SkyDome), home of numerous sports events, was the first stadium in the world with a retractable roof.

The Toronto Islands, the largest **car-free urban community** in North America, comprises 15 islands in Lake Ontario connected by bridges. Activities on the islands include kayaking, boating and a theatre.

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# APTA Rail Committee Updates

## Rail Transit Committee

Nuria I. Fernandez

**BY NURIA I. FERNANDEZ**
Vice Chair, APTA
Chair, APTA Rail Transit Committee
General Manager & CEO
Santa Clara Valley Transportation Authority
San Jose, CA

**THE APTA RAIL TRANSIT COMMITTEE** and its technical forums have been hard at work researching and innovating on such issues as improving the process of technology procurement, helping to reinvigorate April's Light Rail & Streetcar Conference and convening experts to draw together industry best practices to address specific emergency situations.

The following covers some of the highlights of this committee's activities over the past year. I'd like to thank Jon McDonald of the Research and Technology Committee, Tom Furmaniak of the Light Rail Technical Forum and Tom Eng of the Ventilation-FLS Technical Forum for their leadership concerning these important topics.

### Research and Technology

The following principles have guided this committee's pursuit of how to lead the public transit industry to adapt and remain relevant in these changing times of technology upheaval, social transformation and sweeping demographic shifts.

The committee launched a joint working group with the Procurement Steering Committee to develop a recommended practice to make the process of procuring technology nimbler while remaining compliant with regulatory requirements, keeping risks acceptably low. Additionally, the committee continued its working group on developing an industry-wide Innovation Lab, providing a trusted third party to test the new ideas.

In the area of promoting impactful research and development, the rebranded "APTAtech Conference" will focus on technology, training, innovation and research geared toward mid-career professionals. The first annual APTAtech Conference will be held Sept. 15-18 in Columbus, OH.

For standards development, the committee has launched new recommended practice efforts in systems integration and technology procurement.

By developing a best practice rooted in proven systems engineering practices and project performance, we hope to not only reduce risk but make projects more reliable. Our study on innovation revealed that technology procurement was the number-one inhibitor to innovation and we plan to form a working group to tackle this important area.

Also, the committee launched a STEM Scholarship program late in 2018 in the name of Louis F. Sanders, a former APTA employee.

### Light Rail Technical Forum

No other passenger rail mode has experienced the growth and expansion in North America over the past four decades that light rail has.

The primary focus of our meetings is to highlight the latest light rail projects and technical developments by sharing information on improvements, expansion initiatives and lessons learned. Manufacturers of light rail vehicles related to these projects are regulars on the dais.

Having significant overlap on common issues with APTA's Streetcar Subcommittee, the Light Rail Technical Forum frequently trades updates on activities with that group. Together, the two panels produced a brochure titled *Light Rail & Streetcar Systems: How They Differ; How They Overlap,* which explains the differences between light rail and streetcars and where they share common ground. The broadly distributed document is available at www.apta.com and is currently being updated.

In April, APTA and the Transportation Research Board (TRB) again joined forces to sponsor the 14th National Light Rail & Streetcar Conference, with the theme of "Resurgence and Renewal." The forum chaired the conference planning committee in collaboration with TRB's Light Rail Committee and APTA's Streetcar Subcommittee and select members of each were involved in the event's successful programming and delivery. The conference program and presentations can be found at http://onlinepubs.trb.org/onlinepubs/Conferences/2019/LRT/Program.pdf.

### Ventilation-FLS Technical Forum

The Ventilation-Fire and Life Safety (V-FLS) Technical Forum is working to develop an approach on how to best manage a mid-train tunnel fire. The intent is to create a recommended practice that all rail transit agencies can support.

The primary concerns with a mid-train fire in a tunnel are the rapid accumulation of fire and smoke; evacuation of passengers may be in two different directions away from the fire, posing a potential strain on the public transit agency managing the evacuation; and while many subway systems provide emergency ventilation, activated fans commonly blow air along the length of the tunnel, also potentially causing challenges to managing the evacuation.

The V-FLS has convened confer-

RAIL TRANSIT CONTINUED ON PAGE 13

## Commuter Rail Committee

Jeffrey D. Knueppel

**BY JEFFREY D. KNUEPPEL**
Chair, APTA Commuter Rail Committee
General Manager
Southeastern Pennsylvania Transportation Authority
Philadelphia

**AS CHAIR OF THE** APTA Commuter Rail Committee, I am proud of the progress our industry has made over the past year on a number of fronts.

While advances in PTC implementation often dominate the headlines, we have also made important strides in introducing new service, updating and expanding fleets and increasing ridership. Combined with the safety enhancements brought by PTC, we are well-positioned to continue to improve service for our growing customer base and meet the challenges ahead.

For commuter rail operators and the entire public transportation industry, safety is our first priority. Safety is not simply a value we share; it is a core operating principle and a promise to our riders.

The men and women responsible for managing and operating public transportation systems are fully committed to the safety of their systems, passengers, employees and the general public. This commitment to safety has only grown stronger as we've embraced PTC.

The nation's commuter railroads have made strong progress in installing and implementing PTC. Right now, thousands of workers across the country are working to meet federal mandates and bring systems into compliance with the law. Since the enactment of the Rail Safety Improvement Act of 2008, the commuter rail industry has been working diligently with freight partners, third-party contractors, Amtrak and FRA to implement PTC.

Through the Commuter Rail Committee, APTA has advised Congress, policymakers and the public of the need for adequate resources and time, as well as the technical and procurement challenges impacting PTC implementation.

The formation of the APTA PTC Subcommittee last year was an important step, creating a cohesive push as the industry worked toward the Dec. 31, 2018, statutory deadline. Working together in this fashion provided a valuable forum for collaboration and the sharing of best practices and lessons learned while engaging commuter rail chief executive officers, senior engineering staff, FRA senior staff and congressional staff at PTC conferences, workshops and summits. Critically, it demonstrated to our customers and the public the industry's commitment to safety and collective will to implementing PTC and making an already safe system even safer.

It is a credit to the commuter rail industry that all commuter railroads met the 2018 statutory deadline and they are working hard to implement PTC on their systems as quickly and safely as possible.

We're also thinking beyond full implementation, so commuter railroads can operate and properly maintain PTC systems. This includes gaining a better understanding of the long-term costs and developing best practices for maintenance, repairs and upgrades.

The PTC effort has also shown us

COMMUTER RAIL CONTINUED ON PAGE 13

# High-Speed and Intercity Passenger Rail Committee

Al Engel

**BY AL ENGEL**
Chair, APTA High-Speed and Intercity Passenger Rail Committee
Principal
Al Engel Consulting

**THE APTA HIGH-SPEED** and Intercity Passenger Rail (HSIPR) Committee is one of the largest committees within APTA. It is the result of a merger of the High-Speed Ground Transportation Association with the former APTA Passenger Rail Committee back in 2006.

This committee promotes the development of conventional and high-speed intercity ground transportation systems and works to ensure that proper consideration is given to the integration of urban and intercity services, which can enhance mobility and improve access to a wide variety of life, work, learn and play activities.

As chair of the HSIPR Committee, I seek your support in improving intercity passenger rail travel through heightened advocacy efforts by including high-speed and intercity passenger rail projects in your public transportation improvement programs. This could include better stations that enhance connectivity among intercity and local travel services or greater frequency of train service within corridors connecting cities served by local public transit services.

I also ask you to become more familiar with the benefits of improved intercity passenger rail services, especially the economic growth brought about by linking distant cities with high-speed rail (HSR) where warranted. HSR is a well-developed and proven technology with more than 27,000 miles in operation globally.

Thanks to the support of many APTA members, Congress has enacted legislation that provides opportunities to expand intercity passenger rail services despite repeated attempts to derail Amtrak and HSR projects. But we need to do more. With the Trump Administration and Congress discussing infrastructure investment and with reauthorization of the FAST Act (P.L. 114-94) set for 2020, there is still time to outline a strategic initiative to enhance intercity passenger rail services as a necessary element of a national integrated public transportation network.

Recently, House appropriators used report language accompanying their planned markup of the FY 2020 Transportation-HUD appropriations bill to chastise Amtrak for ignoring congressional intent on customer-facing issues like station agents and maintaining a national network of long-distance trains. The report strongly supported maintaining a truly national long-distance network that improves transportation options for rural areas and serves stations staffed with station agents.

Clearly, there is support in the House for improved intercity passenger rail services. We need to ensure the Senate also supports this program during the appropriations process. This is foundational to our request for significantly increased funding for HSR during the reauthorization of the FAST Act. Let's look at our goals for reauthorization and why we think they deserve the attention and support of urban public transit systems.

**Safety and Security First:** High-speed and intercity passenger rail has been proven globally to be the safest form of intercity travel compared to cars on highways. In the U.S., however, the intercity passenger rail network safety record leaves considerable room for improvement. New language should give particular attention to strengthening the safety culture and improving the safety record of intercity passenger rail services. If these steps are taken, making HSIPR a more substantial part of the public transportation offering is one of the most effective actions to reducing highway fatalities and injuries. These safety benefits help pay for infrastructure and service improvements over the long run.

**Resource Advocacy:** A rail title was included for the first time in the last surface transportation act (FAST Act). It is critical that such a title be in the next bill, along with dedicated funding for intercity rail and the establishment of a Rail Trust Fund with sustainable funding sources. One of the primary objectives of having committed resources is to first identify intercity passenger rail improvement projects that address travel market needs through corridor planning grants and then to implement rail capacity improvements resulting in increased train frequencies, improved safety, increased reliability and on-time performance.

The APTA Legislative Committee and Board of Directors adopted principles for reauthorization of the FAST Act in September 2018 to guide advocacy. Key principles included:

- Provide certainty to public transit agencies, local communities and states by authorizing a long-term surface transportation authorization act funded by dedicated, sustainable revenues that address the pending shortfall in the Highway Trust Fund (including the Mass Transit Account) and
- Identify new long-term, dedicated, sustainable revenues to increase federal public transportation and intercity passenger rail investment to bring our systems to a state of good repair and meet growing demands for increased mobility choices.

The HSIPR Committee supports these principles. But now it is time to advocate for an integrated national public transportation and intercity passenger rail system so Americans have an interconnected system that links our nation's regions and communities—urban, suburban and rural—providing the freedom and choice to live, work, learn and play without a car.

High-speed and intercity passenger rail is an essential component of our overall transportation system to truly provide "Mobility as a Service" (MaaS) as most other industrialized countries have already done. We need your support.

For more information on high-speed rail, visit https://bit.ly/2WTGewn to read the latest edition of *SPEEDLINES,* which includes an annual review of state passenger rail projects, legislative advocacy initiatives and milestones.

## RAIL TRANSIT CONTINUED FROM PAGE 12

ence calls and one in-person meeting hosted by Los Angeles Metro. Industry consultants and agency staff have been involved in the effort. As part of this process, several public transit agencies have graciously shared their standard operating procedures with the Technical Forum for use in determining where the industry is on this subject.

In advance of the APTA Rail Conference in Toronto, the V-FLS Technical Forum engaged in further discussion on this subject on June 22. The program also included presentations on LA Metro's plan to install on-board fire suppression and on the "next SES" (Subway Environment Simulation).

It is my privilege to serve on the Rail Transit Committee and I encourage those of you who are interested in these issues to join us in helping to define the future of rail transportation.

## COMMUTER RAIL CONTINUED FROM PAGE 12

the success we can have as an industry when public transit agencies collaborate with each other. My hope is that we can take this same approach to proactively address other safety challenges facing commuter rail systems.

For example, we are looking at using new technologies and sharing strategies to enhance safety at grade crossings. There are also valuable lessons we can learn from one another on how to address the unfortunate situations we face with regard to trespassers and suicides.

As a result of committee members' overriding and sustained commitment to safety, today public transit is the safest form of surface transportation. Every year, 31 commuter railroads across America safely carry passengers on more than 500 million trips. And traveling by commuter and intercity passenger rail is 18 times safer than traveling by car.

Safety and the convenience commuter rail offers are helping grow demand for our services. Nationally, in 2018, commuter rail ridership increased in 18 out of 31 public transit systems. Two commuter rail systems—in Orlando, FL (31 percent) and Stockton, CA (12 percent)—posted double-digit increases. Systems in a number of large cities—from Seattle to Denver, Los Angeles to Philadelphia, Oakland to New York, and many in between—saw ridership gains. We also welcomed a new rail line in San Rafael, CA, and agencies across the country are updating and expanding their fleets to help meet current and future ridership demand. Collaboration here is also essential as we confront shared challenges, including funding and adapting to the changing needs of our riders.

I'm very encouraged by what I've seen in recent years and I'm looking forward to the new opportunities that our cooperative efforts can open for all of us.

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# MARTA: Turning Unused Space into Soccer Fields

**ARRIVING AT FIVE POINTS STATION** in the heart of downtown Atlanta, surrounded by concrete and steel, one comes across a most incongruous site: a bright-green pitch dotted with players enjoying a game of soccer. In three short years, Station Soccer has become a game changer for the Metropolitan Atlanta Rapid Transit Authority (MARTA).

MARTA's TOD program was already underway when the agency was contacted by the nonprofit organization Soccer in the Streets. During his travels across Atlanta, Sanjay Patel, a volunteer with the organization, began kicking around an idea: turning unused space at or near MARTA rail stations into soccer pitches.

Patel explained that affordability and transportation are often the two biggest hurdles for low-income youth to participate in after-school sports programs. He suggested using property on the public transit system for a network of fields for a free youth soccer program. A big part of MARTA's TOD initiative was to find ways to use underutilized real estate at its stations, so Patel had the agency's attention.

The West End Station now includes a soccer field.

## Learning, Collaborating, Coordinating

The project was the first of its kind, and a lot of learning was done on the job. Soccer in the Streets worked with civil engineers and architects to draw up the plans. MARTA concentrated on the people and paperwork—FTA applications and licensing agreements—and community feedback.

Then, together with the support of The Atlanta United Foundation and the city of Atlanta, MARTA oversaw construction of a soccer field at an above-ground amphitheater at Five Points, the largest and busiest train station in Atlanta.

Stakeholder coordination was key during the six-week construction phase, with safety, pedestrian traffic and restroom access among the many considerations. Staging a construction site at the busy rail station was no easy feat. MARTA learned early on that lighting needed to be installed first, as heavy construction equipment cannot be used on turf fields. And because the soccer pitch at Five Points sits above the station, netting was put up to catch any errant balls.

## Contributing to Community Enrichment

The Station Soccer program is growing and sustained by adult leagues that play in the evening, including MARTA intramural teams. Two pitches opened at West End Station in 2018 with more than 200 youth registering to play. The long-term goal is a 10-station soccer network by 2022 with adjacent pilot projects such as seating areas, learning centers and community gardens.

Since its inception, MARTA has strived to be part of the communities it serves, providing not only transportation but amenities that enhance neighborhoods, and contributing to the greater vision of a culturally diverse, dynamic and well-connected city. Lighting installed at the West End soccer pitches also has made a difference in the neighboring communities, providing a safe, well-lit area for people to gather.

The agency has heard from many young people and their families about the positive impact of this program on their lives. The benefits of Station Soccer go beyond the physical fitness and team-building done on the field. Kids in the program have seen their horizons broadened with public transit, exploring other parts of the city with teammates and attending Major League Soccer games at Mercedes-Benz Stadium in downtown Atlanta. There is no doubt the program experienced a surge in interest after the exciting inaugural season of the home team, Atlanta United.

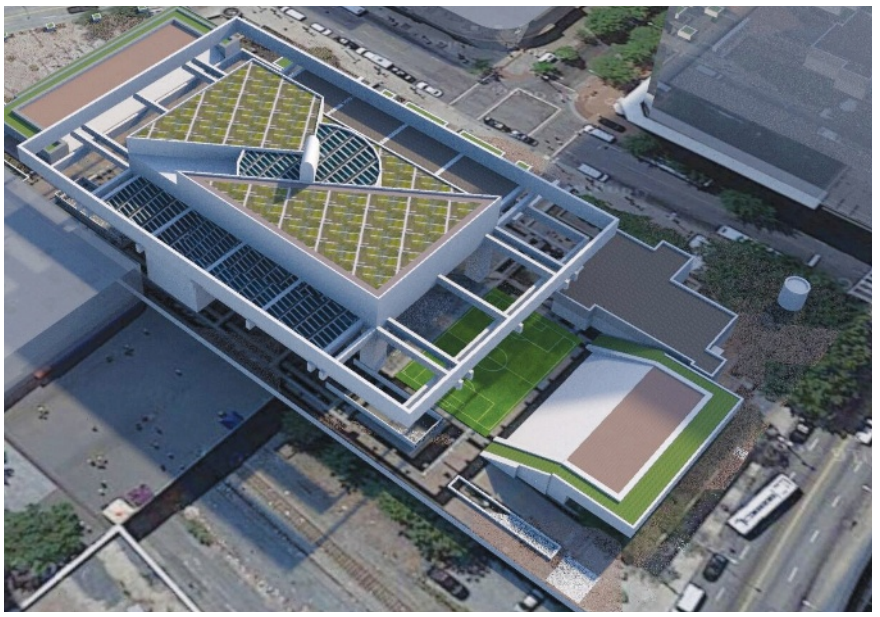
StationSoccer

Collaboration and community engagement are the reasons such programs succeed. MARTA's partnerships with Soccer in the Streets and The Atlanta United Foundation have proven invaluable in developing and expanding this program. Including the communities impacted by these programs in the planning process remains a vital part of reaching the goal of a citywide soccer league connected and supported by the agency.

Further, as MARTA prepares to mark its 40th anniversary this month, the agency reflects on the success of Station Soccer and feels confident that, with continued collaboration and engagement, this program and others like it will thrive and have a positive impact on the people it serves.

To learn more, visit www.itsmarta.com/station-soccer.aspx.

Grand opening of the Five Points Station soccer field.



A rendering of the Five Points Station soccer field.

# NJ Transit Advances Self-Propelled Cars

**NEW JERSEY TRANSIT** (NJ TRANSIT) is advancing railroad technology in the U.S. In December 2018, the NJ TRANSIT Board of Directors approved a contract with Bombardier for 113 new multilevel rail cars, which includes 58 powered cars that, when combined with non-powered trailers and cab cars, will create the first "Hybrid Electric Multiple Unit (EMU)" bi-directional trainsets in the U.S.

The Multilevel III Power Car EMUs are more cost effective and allow for more seating since they only require a control cab on each end of the train, instead of traditional EMUs, which usually have one or two control cabs per vehicle. Each powered car is equipped with a pantograph to collect AC power (from multiple voltage sources ranging from 11,000 to 25,000 volts AC) and two propulsion packages so that there is no single point of failure, unlike with locomotive hauled consists.

NJ TRANSIT Executive Director Kevin Corbett said "This historic purchase is the perfect example of how NJ TRANSIT is reclaiming its position as a national leader in transportation as we

NJ TRANSIT MULTILEVEL III
CONTINUED ON PAGE 16

NJ TRANSIT's rendering of the new Multilevel III Passenger Vehicle.

# Maryland: Improving The Rider Experience

**WHILE LARGE-SCALE** projects grab the most headlines, often smaller-scale improvements can make a world of difference for public transit riders. In recent years, the Maryland Transit Administration (MDOT MTA) has been leading the way in customer-centered rail enhancements, from smartphone technology to infrastructure improvements and more.

One of the least expensive and most effective ways that the agency has focused on its customers is through improved communication methods.

MDOT MTA is integrating real-time information for all its rail systems: Light RailLink, Metro SubwayLink and MARC Train.

After finding fragmentation with how customer notifications were being published to its website, social media and direct emails, MDOT MTA went to work on developing a better communication process. The agency developed a new tool that allows rider information to be pushed out to all platforms simultaneously and ensures that customers receive consistent information regardless of how they prefer to receive their news. This is especially valuable for MARC commuter rail riders who often travel the furthest distance and require quick notification of any service impacts.

The Charm*Pass* mobile ticketing app has been welcomed by MARC Train riders; it easily integrates employer transit benefits as part of its payment function.

Another technological initiative underway at MDOT MTA is the integration of real-time information for all rail systems—Light RailLink,

MARYLAND IMPROVEMENTS
CONTINUED ON PAGE 16

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A rail extension between two University at Buffalo campuses will link the school, the city and the suburbs, while serving one of the most active commercial areas in the region.

# Expanding Rail Service in Buffalo

**THE NIAGARA FRONTIER** Transportation Authority (Metro) in Buffalo, NY, is looking to expand rail service to both the north and south. Two separate and very different projects are underway, with each adding track for the first time in 32 years.

Metro's DL&W terminal is the light rail system's southern terminus. It serves as the agency's rail storage and repair facility. Built in 1917, the building was a two-tiered heavy rail station, serving Buffalo's shipping industry as well as interstate passengers. It sits right on the Buffalo river. Now the DL&W is ready for reimagining.

With 150,000 square feet of interior and 80,000 of exterior space, the facility can accommodate any and all ideas, from entertainment to offices to lots of retail. Part of that redevelopment includes making the terminus a full passenger station again.

To the north, Metro has begun studying an extension that leads from one campus of the University at Buffalo to its other, larger campus. This will link the school, the city and the suburbs while serving one of the most active commercial areas in the region. The plan is currently under environmental review, with workshops happening through the summer. If all goes well, Metro could double its length in the decade.

Redevelopment of Metro's DL&W southern terminus could include making the facility a full passenger station again.

# 'Kids GO Free' On Board Metrolinx Trains

## A lifetime habit of using urban transit can begin with an early introduction for parents and the smallest of riders.

**THE BUSINESS CASE FOR** public transit's future can be built on happy rides for unicorns. At least Emma's cherished stuffed animal is being given that chance, while tucked into a plastic basket.

The five-year-old transit rider; her mom, Andrea; and the unicorn are heading through Toronto's Union Station on the way to catch a GO train back home to Scarborough, in the eastern part of the city. They've used GO Transit, as well as the Toronto Transit Commission's (TTC) subway system, to make an appointment at the Hospital for Sick Children.

The Kids GO Free program introduces the next generation to Metrolinx.

Making the hectic weekday trip a bit easier has been the Kids GO Free program, started earlier this year, allowing children 12 and younger to ride without paying a fare. It mirrors a program in place on the TTC, as well as UP Express. The initiative is designed to introduce the next generation of customers to Metrolinx—the crown agency that operates both GO Transit and UP Express.

That's good business. The results of a trial on GO's Barrie Line—before it was approved for all of GO Transit—saw a 17 percent increase in weekend ridership, as well as a 7 percent rise on weekdays.

For Emma, the excitement is all about the speed and clatter of metal wheels on rails. For her mother, it's something more.

"She would normally not have experienced this," said Andrea. "It's a wonderful initiative and introduction (for Emma)."

In March, Metrolinx CEO Phil Verster announced the successful pilot project would become practice across the GO Transit system. Grandparents could take their grandkids to a museum on a day off from school, or parents could more easily afford to take their family to a pool two communities over. Urban exploration, with kids in tow, was suddenly less exhausting.

For Metrolinx, it's making good business sense as the agency expects to boost annual revenue by more than $9 million (Cdn.), thanks to the Kids GO Free initiative.

"We know this isn't just about taking children from point A to point B," said Mark Childs, Metrolinx's chief marketing officer. "The impact and energy at the Union Station launch event, and from all the social feeds I was following, was very much one of excitement for parents and kids—some taking GO for the first time."

That, he added, leaves lasting public transit first impressions and a solid investment in future ridership.

The move opens up a world of possibilities for families and GO Transit. As well as unicorns.

## MARYLAND IMPROVEMENTS CONTINUED FROM PAGE 15

Metro SubwayLink and MARC Train—by the end of 2019. This follows the successful 2018 launch of the Transit app for real-time bus arrivals in the Baltimore region.

"Riders want to know when their train will arrive and our real-time program will provide them that information right on their smartphone," said MDOT MTA Administrator Kevin Quinn.

MDOT MTA has also spent significant time on making paying for public transit easier than ever. In September 2018, the agency introduced Charm*Pass*, a mobile ticketing app that enables passengers to use their cellphones to conveniently and securely purchase tickets. With more than 105,000 downloads thus far, the app has been particularly welcomed by MARC Train riders since it easily integrates employer transit benefits as part of its payment function.

While proud of its low-cost, high-reward initiatives, MDOT MTA continues to move forward with major capital improvements to its rail systems. The agency has more than $900 million in rail infrastructure improvements planned over the next several years, including the refurbishment of rail stations at BWI Thurgood Marshall Airport, Oriole Park at Camden Yards, and all new Metro rail cars scheduled to begin delivery in 2021.

"We're committed to all types of improvements for our customers, both big and small. But we never forget that, in the end, it all comes down to the rider experience," said Quinn.

## NJ TRANSIT MULTILEVEL III CONTINUED FROM PAGE 15

celebrate our 40th anniversary. The new, self-propelled multilevel cars break new ground in railroad technology and we're proud that NJ TRANSIT is leading the way. With this investment, we'll be able to retire the oldest rail cars in our fleet, while increasing reliability, efficiency and customer comfort."

The Multilevel III Passenger Vehicles will replace the Arrow III EMUs, which are more than 40 years old. The new cars increase seating capacity from 1,380 seats on a 12-car Arrow III train to 1,552 seats on a new, 12-car Multilevel III train consisting of four powered cars, six trailers and two cabs. The maximum-size trainset NJ TRANSIT envisions, based on available platform length not propulsion power, is 14 cars.

The new cars will feature roomier, two-by-two seating, as opposed to the three-person bench seats that are currently on the Arrow III cars. Other customer amenities include USB charging ports for customers and new, onboard information displays.

This purchase is allowing NJ TRANSIT to take a step toward the goal of having the overall average age of all rail vehicles under 30 years old, making for a more modern fleet that supports enhanced comfort, reliability and efficiency.

The base order is for 58 multilevel power cars, 33 cab cars with restrooms, 16 trailer cars and six trailer cars with restrooms. There are also options for an additional 636 cars to replace the remaining single-level cars and accommodate future growth.

# New Orleans' Streetcars: Fabric of a City

New Orleans' St. Charles Streetcar is the world's oldest continuously operating streetcar line.

**BY THE NEW ORLEANS REGIONAL TRANSIT AUTHORITY**

**STREETCARS ARE UBIQUITOUS** in New Orleans. Whether Uptown, near the French Quarter or out at City Park, you are bound to hear the sweet clickity-clack of a streetcar gliding along its rail. They weave right into the scenery of the cityscape and are so intertwined with the history of the city that New Orleans would not be New Orleans without streetcars.

We have the oldest continuously operating streetcar line in the world—the St. Charles Streetcar line, in operation since 1835. In 1973, the Louisiana Landmarks Society placed the St. Charles line in the National Register of Historic Places and in 2014 it became a National Historic Landmark. These designations are what keeps the St. Charles Line operating to this day.

The Riverfront Line opened in 1988 and the Canal Streetcar Line re-opened in 2004, followed by the North Rampart/St. Claude Line in 2016.

Although they represent a method of historical transportation, streetcars have always reflected the ingenuity of human industriousness through use of the latest technologies—the streetcar has evolved from the original, steam-powered locomotives to the electric motors we use today.

Streetcars in New Orleans represent resilience and restoration. When Hurricane Katrina devastated the city in 2005, many streetcars were damaged by flood waters and debris. However, with the perseverance of RTA's skilled maintenance crew and the help of public transit agencies around the nation, streetcars soon reappeared in New Orleans and, with them, a sense of normalcy returned.

As with every street corner in New Orleans, there is a story—a history—and streetcars, after having been around for 184 years, represent something profound about the spirit of New Orleans and the unique history of its people.

# New Hartford Line Service Exceeding Expectations

**BY RICH ANDRESKI**
Bureau Chief, Public Transportation
Connecticut DOT

**WHEN THE CTRAIL-BRANDED** Hartford Line train service launched in June of 2018, it was the first new rail service in Connecticut in decades and among just one or two new service launches across the country last year. Expectations (and excitement) were high, and we are happy to report that we are exceeding our original projections for the new service stretching from New Haven, CT, up through Hartford and on to Springfield, MA.

Since its launch, the Hartford Line has carried more than 500,000 passengers. With speeds of up to 110 mph, the service has cut the almost 90-minute travel time between New Haven and Springfield down to as little as 80 minutes.

With Hartford Line partners Amtrak and a joint venture of TransitAmerica Services and Alternate Concepts Inc. (TASI/ACI), CTrail is providing a reliable, quality service to the entire New Haven-Springfield corridor. Also, Hartford Line service provides convenient connections in New Haven to New York City on the New Haven Line and to points south of New York on Amtrak.

"Under our 'One Ticket Any Train' policy, riders are able to use CTrail tickets on both CTrail Hartford Line trains and Amtrak shuttle and regional trains," said Connecticut DOT Commissioner Joe Giulietti. "We have increased service from six to 17 round trips daily between Hartford and New Haven, and 11 round trips between Hartford and Springfield. Our original projections were for 1,950 daily passenger trips; we are consistently seeing 2,100 per day. That's impressive!"

Prior to launch of Hartford Line service, CTDOT built new train stations in Wallingford, Meriden and Berlin and made improvements to Hartford Union and New Haven State Street Stations. CTDOT is designing new, temporary station facilities in Windsor and future new stations are planned for North Haven, Newington, West Hartford, Windsor, Windsor Locks and Enfield.

These improvements to the New Haven-Springfield corridor have already spurred TOD in Wallingford, Meriden, Berlin, Windsor and Windsor Locks. These new residential and commercial developments, combined with convenient rail service, help to connect communities and generate economic growth while providing a strategic link to travel corridors and markets within and beyond the region.

CTDOT, in partnership with the commonwealth of Massachusetts, will bring additional train service north of Springfield. The Hartford Line and the Knowledge Corridor Pilot Program will together serve as a gateway to New England and a key component of a broader passenger rail vision to the region.

A Hartford Line locomotive breaks the launch-day banner in June 2018.

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# Railcar Manufacturing, Assembly Drive Job and Economic Growth

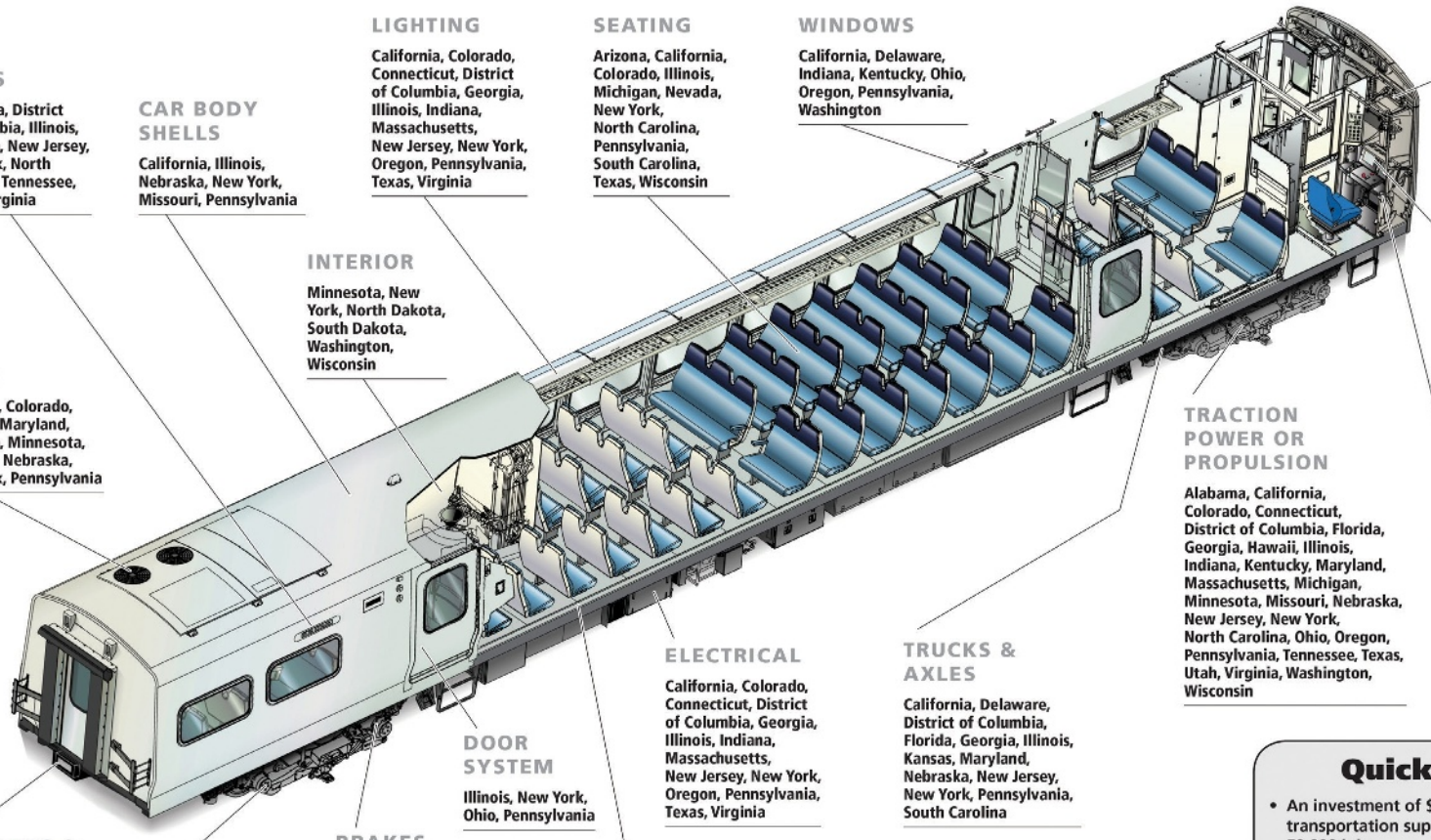
## Federal Support Enhances Main Street Development

**WHEN THE NATION INVESTS** federal funds in public transportation, it helps create and sustain jobs throughout the U.S., bolster local and state economies and strengthen national and global supply chains.

This theme is at the heart of APTA's ongoing legislative and advocacy campaigns, which leverage high-profile events, member mobilization and grassroots and national outreach to emphasize public transit's economic value.

This schematic illustrates the myriad jobs supported by railcar manufacturing, categorized by vehicle systems and the states in which those jobs exist.

***Strong public transportation makes our economy grow and makes the U.S. more competitive***


SIGNS
California, District of Columbia, Illinois, Michigan, New Jersey, New York, North Carolina, Tennessee, Texas, Virginia
CAR BODY SHELLS
California, Illinois, Nebraska, New York, Missouri, Pennsylvania
LIGHTING
California, Colorado, Connecticut, District of Columbia, Georgia, Illinois, Indiana, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Texas, Virginia
SEATING
Arizona, California, Colorado, Illinois, Michigan, Nevada, New York, North Carolina, Pennsylvania, South Carolina, Texas, Wisconsin
WINDOWS
California, Delaware, Indiana, Kentucky, Ohio, Oregon, Pennsylvania, Washington
EVENT RECORDERS
California, Delaware, Georgia, New York, Pennsylvania, South Carolina
INTERIOR
Minnesota, New York, North Dakota, South Dakota, Washington, Wisconsin
MONITORING & DIAGNOSTIC SYSTEMS
California, District of Columbia, Florida, Maryland, New Jersey, New York, Pennsylvania
HVAC
Alabama, Colorado, Georgia, Maryland, Michigan, Minnesota, Missouri, Nebraska, New York, Pennsylvania
TRACTION POWER OR PROPULSION
Alabama, California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Hawaii, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin
COMMUNICATIONS
Arizona, California, Delaware, District of Columbia, Florida, Georgia, Illinois, Minnesota, New York, Pennsylvania, South Carolina, Washington
ELECTRICAL
California, Colorado, Connecticut, District of Columbia, Georgia, Illinois, Indiana, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Texas, Virginia
TRUCKS & AXLES
California, Delaware, District of Columbia, Florida, Georgia, Illinois, Kansas, Maryland, Nebraska, New Jersey, New York, Pennsylvania, South Carolina
DOOR SYSTEM
Illinois, New York, Ohio, Pennsylvania
COUPLERS & DRAFT GEAR
California, Delaware, Georgia, New York, North Carolina, Pennsylvania, South Carolina
WHEELS
Connecticut, Florida, Illinois, New York, Pennsylvania, Texas, Virginia
BRAKES
California, Delaware, Georgia, Maryland, New York, Pennsylvania, South Carolina
FLOORING
Alabama, California, Massachusetts, Wisconsin
FINAL ASSEMBLY
California, Florida, Illinois, Massachusetts, New York, Pennsylvania, Utah

### Quick Facts

- An investment of $1 billion in public transportation supports and creates 50,000 jobs.
- Public transportation is a $71 billion industry that directly employs 420,000 people and supports millions of private sector jobs.

# Oklahoma City's Public Transportation Moves Forward with P3s

**NEARLY A DECADE AGO,** Oklahoma City residents voted to improve their community by investing more than $777 million in capital projects known as MAPS 3 (visit www.okc.gov/government/maps-3). One of those projects is the Oklahoma City Streetcar.

Entirely locally funded, the $135 million OKC Streetcar is a 4.86-mile loop system with 22 platforms connecting five urban districts. The vote represents a renewed citywide ambition to improve and build public transit options that work for everyone.

Over the last 15 years, the city's public transit agency, EMBARK, has actively engaged its corporate neighbors. Most recently EMBARK partnered with Oklahoma City-based US Fleet Tracking to sponsor and develop a custom real-time arrival and messaging system displayed on the 22 OKC Streetcar platforms. In addition to its development sponsorship, US Fleet joined 19 other local businesses who are sponsoring 20 of the 22 platforms.

One of the longest-standing partnerships is with Devon Energy, which helped launch ferry service in 2008. In 2010, Blue Cross Blue Shield of Oklahoma came on board as the sponsor of the newly launched bikeshare program Spokies. Both services have seen substantial growth since their inception, thanks in part to dedicated community partners. Spokies is preparing to launch dockless bikes, another example of a public-private partnership in action.

The Oklahoma City Streetcar is a 4.86-mile loop system connecting five urban districts.

Photo courtesy Jeff Buehner

The Oklahoma City community continues to focus on improving and expanding public transit options. Seven-day bus service launched in January and holiday bus service kicks off later this year. For the first time in its 53-year history, the agency will now operate every day of the year. Earlier this month, Oklahoma City-based Hobby Lobby announced it would donate land to EMBARK to convert crowded stops into a transit hub in west Oklahoma City.

Building partnerships and connecting people are at the heart of EMBARK's mission—to move central Oklahoma *Forward Together.*

# Regulatory Advancements to the FRA Passenger Equipment Safety Standards

**BY LARRY KELTERBORN**
President, LDK Advisory Inc.

**JENNIFER HU**
Director of Railroad Legal and Regulatory Affairs
Texas Central

**ELOY MARTINEZ**
Manager-Vehicle Mechanical Engineering and System Assurance
LTK Engineering Services, contributor

**FRA PUBLISHED A NEW SET OF** regulations amending passenger equipment safety standards last November. These regulations established standards for Tier I alternative compliant trainsets and added a new tier of passenger rail equipment standards, Tier III, to address interoperable high-speed equipment.

The new rule is based on consensus reached by FRA's Railroad Safety Advisory Committee (RSAC), which accepted the task to develop new regulatory requirements for high-speed trainsets. The RSAC Passenger Safety Working Group established the Engineering Task Force (ETF) in 2009 to address standards for alternative compliant crashworthiness and high-speed rail. Major international railcar builders, trade associations, domestic and international railroads and labor organizations participated in the ETF effort.

FRA had undertaken several waiver petition requests by various entities seeking to use alternatively designed equipment with crash energy management features, a regulatory process that is very resource-intensive. As a result, FRA decided that developing regulatory requirements for alternatively compliant Tier I trainsets through the ETF for inclusion in 49 CFR Part 238 – Passenger Equipment Safety Standards would be in the industry's best interest.

Research conducted by FRA and analyses performed by ETF participants demonstrated that the crashworthiness of lightweight trainsets equipped with crash energy management features provide at least as good crashworthiness characteristics as conventional North American equipment. The work of the ETF also demonstrated that the proposed regulatory approach pertaining to the crashworthiness of Tier I alternative compliant trainsets could be met with minor structural modifications to most equipment designed to European standards.

FRA also expanded the mandate of ETF to address high-speed interoperable equipment. The recent amendments to Part 238 now include, among other things, crashworthiness requirements for Tier III trainsets capable of operating in mixed service with other passenger and freight trains at speeds up to 125 mph and that would be required to operate in an exclusive right-of-way without grade crossings at speeds above 125 mph. Such operations would have the potential cost saving benefit to permit a high-speed operator to share existing railway rights-of-way at lower speeds to access city centers.

Regulations related to high-speed passenger rail equipment has been divided into two phases due to the amount of work involved. The recent "Tier III rule" only addresses a portion of requirements necessary for Tier III operation: those in which ETF consensus was reached at the time of the first rulemaking. Subsequent ETF efforts have addressed additional Tier III requirements and are expected to be included in the next rulemaking to amend passenger equipment safety standards.

For Tier III equipment to operate in mixed service with conventional passenger and freight equipment, the suspension system on those vehicles must also be capable of operating safely over conventional North American track. The ETF has therefore developed suspension and qualification requirements for such operations, in collaboration with the Association of American Railroads, to ensure that appropriate safety and qualification requirements are included.

Due to the significant difference in design and technology for high-speed trainsets compared to conventional equipment, many of the requirements in the new (and pending) rule are performance-based rather than the traditional prescriptive nature of current FRA railroad safety regulations.

The ETF also recognized the need for a regulatory approach for standalone systems. Dedicated standalone systems have the potential to transplant an entire service-proven system, thereby significantly reducing project risk and maximizing safety.

All components of a dedicated system have the potential to be optimized for a specific operation and do not require compromises that might be necessary to operate over the general U.S. railroad network. Such high-speed systems are based on accident avoidance principles and require significant protections of the entire right-of-way. In the recent rule for Tier III, FRA stated that a comprehensive and systems approach is necessary to address standalone systems, either through a technology-specific rule of particular applicability or other regulatory means.

Based on ETF's recommendation, the next rulemaking amending FRA's passenger equipment safety standards is expected to designate such standalone operations as Tier IV systems and include a definition pertaining to the approach by which they will be regulated. These standalone systems would include all high-speed ground transportation systems including steel-wheel-on-rail, magnetic levitation and any other emerging technology regulated by FRA.

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# Implementing Quiet Zones: Lessons Learned

**BY LAURIE HUFF**
Senior Specialist, Public Affairs
Regional Transportation District
Denver

**THE REGIONAL TRANSPORTATION DISTRICT** (RTD) had an eventful start to 2019 on its rail system, with two project openings in three weeks. The long-awaited G Line, providing commuter rail to Adams County, Arvada and Wheat Ridge, began serving passengers April 26. The E, F and R Extension, which brings light rail farther into Lone Tree, opened May 17. Also taking place this year was the implementation of quiet zones on the Denver metro region's first commuter rail line, the University of Colorado A Line, and the G Line.

March 1 was a significant day in the Denver metro region on RTD's commuter rail system. After close to three years since the University of Colorado A Line opened between downtown and Denver International Airport, the line's train operators were no longer required to routinely sound their horns at most of the crossings along the 23-mile alignment.

The implementation of quiet zones within the Denver portion of the line—encompassing nine of the 11 crossings—affects thousands of people who live, work and play near the corridor. People had become used to hearing train horns, often from close to 150 passenger and freight trains each day. The public was elated by the news.

One month prior, at a news conference announcing the start date for quiet zones, RTD Board Chair Doug Tisdale, Denver Mayor Michael B. Hancock, Denver Transit Partners (DTP) Project Director John Thompson and RTD General Manager and CEO Dave Genova acknowledged the relationships that made the milestone possible, including with state and federal regulators.

Genova reserved his biggest thanks for the community. "We are grateful for your patience to this point," he said. "We know that you have been waiting for this day for a long, long time."

During this event, Genova also noted that quiet zones would not always be silent—that train operators maintain the discretion to sound horns under circumstances requiring additional safety precautions.

"It's good news that people who have been asking for this change will no longer hear a train horn every few minutes throughout the day and the evening, affecting their quality of life," he said. "It has also never been more important that the public exercise caution around trains."

The University of Colorado A Line was not required to have quiet zones in place when it entered passenger service in 2016. Since then, RTD worked diligently with regulators to receive the signoff, enabling the quiet zones to be established by local jurisdictions on both the A Line and RTD's newest commuter rail segment, the 11.2-mile G Line. Recognizing the effect that train horns have on communities, RTD's broader Eagle P3 project—which includes these commuter rail lines—has always been committed to opening the G Line with quiet zones in place.

In the days immediately after the announcement, it became clear that the public didn't understand the nuances inherent in quiet zones, usually requested by local communities to lessen the impact of repeated train horn noise in neighborhoods. They heard those words and expected silence.

As train operators continued to sound their horns as needed, the public flooded RTD staff, board members and its customer care division—which responds to phone calls, emails and social media posts—with questions and comments. Media outlets relayed complaints they received and demanded responses. Quite simply, the public noticed that the quiet zones were not always quiet.

RTD's commuter rail system, the first in the country to build in PTC from the ground up, is dynamic and complex. People can grasp a visible reason to sound a horn, such as when workers are on or near the tracks or if pedestrian or vehicle traffic could affect train travel through a crossing. Harder to understand are reasons that are not as apparent, including issues with crossing gate timing or a train using automatic train control instead of PTC. Each of these reasons to sound horns is mandated by FRA, the regulatory authority responsible for safety.

Having implemented quiet zones in a region where commuter rail is relatively new, RTD has learned that it is crucial to communicate early, often and consistently with communities whose quality of life may be affected by the lead-up to and implementation of quiet zones. From this body of knowledge, the agency has the following insights to share:

- **Establish relationships early in the process, before quiet zones take effect.** Understand the appropriate parties to reach and develop a plan to communicate with each of them. Let people know about the changes that are coming. Failing to appropriately educate the public can erode community goodwill and pose a legitimate reputational risk.
- **If the project will span different phases, ensure that communication remains consistent.** RTD's communication staff changed as its commuter rail lines took shape, with different individuals involved in this work during construction and operation. Make any staffing transition as seamless as possible, so the public continues to receive updates with the method and frequency to which they are accustomed.
- **Community engagement and outreach can resolve issues quickly as they arise.** Make time to meet with community members who have concerns. Host open houses and breakfast events to address the topic. Be frank. Having agency leaders in attendance tells the public that you take their issues seriously.
- **Anticipate questions to the best of your ability and prepare to answer them.** RTD's and DTP's work to implement quiet zones along the A and G lines took longer than expected. As a result, those involved in the project developed extensive knowledge about the quiet zone process and the functionality of PTC—and were asked to share this information at every turn.

**It is crucial to communicate early, often and consistently with communities.**

University of Colorado A Line passengers. Denver RTD has implemented quiet zones on this and the G Line.

RTD would be happy to serve as a resource for other agencies that plan to implement quiet zones. For more information about the transit agency's projects, visit www.rtd-denver.com.

# Enhancing Rail Grade Crossing Initiatives

**MTA Metro-North Railroad:**
*Justin Vonashek, Vice President-System Safety*
*Jami Spordone, Deputy Director-Safety Analytics & Initiatives*
*Deidre Mitchell, Safety Education Program Coordinator*

**MTA Long Island Rail Road:**
*Lori Ebbighausen, Vice President-Corporate Safety*
*Karl Meyer, Director-Safety Operations*
*Linda Katz, Manager-Administration and Community Relations*

**MTA METRO-NORTH RAILROAD** and MTA Long Island Rail Road (LIRR) continually seek ways to enhance grade crossing safety throughout their systems with a comprehensive strategy that includes education, outreach and, most recently, technology.

LIRR initiated its "Together Railroads and Communities Keeping Safe" (TRACKS) program in 1989 in partnership with the New York Metropolitan Transportation Authority (MTA) Police Department. In May of 2016, Metro-North's Office of System Safety launched its version of the TRACKS program, winning the APTA Gold Award for Safety in 2018.

TRACKS is a fully customizable program, and together the LIRR and Metro-North programs educate more than 100,000 people of all ages on grade crossing safety within the two agencies' territories every year. Short educational videos and testimonials reinforce the seriousness of obeying the laws when approaching and driving over grade crossings. Presentations are tailored for different ages and continually revitalized to keep content engaging, current and effective.

Safety professionals at Metro-North and LIRR, in conjunction with the MTA Police, conduct frequent station and grade crossing outreach sessions, which involve distributing rail safety information to pedestrians, passengers and drivers during peak hours.

In coordination with Operation Lifesaver, Metro-North and LIRR remind drivers of the importance of making safe choices at grade crossings, abiding by vehicle traffic laws and considering penalties for violations. The agencies also support and participate in an annual event, International Level Crossing Awareness Day (ILCAD). On this day, agency employees conduct TRACKS outreach at grade crossings, relaying safety information and answering questions.

In April 2018, LIRR initiated a program to install delineators and reflective road markers at all crossings. The delineators guide motorists over the crossings and provide a warning to not turn onto the tracks.

As of August 2018, all 296 LIRR crossings have been furnished with delineators. The system monitors, investigates and tracks all incidents at crossings and shares the findings with senior management. By analyzing the incident data, LIRR will be able to determine the effectiveness of the delineator program.

Metro-North's TRACKS Program material.

In 2018, Metro-North launched a grade crossing renewal and enhancement project. To date, grade crossings at 10 locations have been revamped with new surfaces, installed with delineators and new striping. For example, the system's Topstone Road and Long Ridge Road crossings in Connecticut were enhanced with dotted centerlines

GRADE CROSSING SAFETY
CONTINUED ON PAGE 26

# Trespasser and Suicide Prevention: Challenges Facing Rail Systems

**BY HILARY E. KONCZAL**
Chief Safety & Environmental Officer
Metra
Chicago

**TRESPASSING AND SUICIDE PREVENTION** create numerous challenges for railroads across the U.S. An article recently published by the Congressional Research Service reported that in 2016 there were 485 trespasser deaths, 492 trespasser injuries and 229 suicides on freight, commuter and intercity passenger railroads.

Trespassing on railroad property has become more prevalent in recent years for a number of reasons. Some people use the railroad right-of-way for short cuts, others use the railroad tracks as a backdrop for photos or videos, but the most disturbing trend railroads are seeing is an increase in suicides, where people are using the railroad to intentionally end their lives.

We have accomplished much as an industry to educate the public about the dangers of trespassing and violating grade crossing warning devices through such programs as Operation Lifesaver, but we need to start addressing mental health and suicide prevention in order to reduce this increasing trend.

Partnerships with mental health and suicide prevention organizations, as well as crisis call centers such as the National Suicide Prevention Lifeline and Crisis Text Line, are important elements of a railroad's mental health awareness program. These organizations provide resources for people who are in distress and need help. Another important mitigation strategy is to provide mental health awareness training for crew

members and employees who interact with the public. The training helps employees to recognize when someone may be in distress, providing them with the skills necessary to approach such a person and bring him or her to safety. Metra uses the "Question, Persuade & Refer" (QPR) Gatekeeper training for suicide prevention to train our employees. QPR is listed in the National Registry of Evidence-based Practices and Policies.

In 2015, Metra began training our train engineers, conductors, ticket agents and transportation managers. Because of the program's success, we expanded the QPR training in 2017 to include our maintenance, signal and

PREVENTION CHALLENGES
CONTINUED ON PAGE 26

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# In Minneapolis, Employees Recall Opening Days of Metro Transit Lines

**TO HEAR JOHN MACQUEEN TELL IT,** the METRO Blue Line's June 26, 2004, opening in Minneapolis-St. Paul was hardly a sure success.

Now Metro Transit's rail systems safety manager, MacQueen is among several employees who were around for the start of the METRO Blue Line 15 years ago, the Northstar Commuter Rail Line 10 years ago and the METRO Green Line LRT five years ago.

"One of the strangest things was nothing worked well, except the day before we opened," said MacQueen, who oversaw train dispatching as the Blue Line's first rail transit supervisor. "Until 3 o'clock the day before we opened, we could not get the fleet over the railroad without something going wrong. Then for 30 days after opening, we had no service interruptions because of equipment or systems failures of any kind. Things, for some unknown reason, clicked."

He still recalls the public's excitement on that day 15 years ago.

"The public was just as infatuated with rail as the media. It was a media darling, and it was cool. Nobody had had rail," MacQueen said.

Now Metro Transit's rail transportation manager, Mike McNamara was as excited to be operating a train on the Blue Line's first day as people were to be riding his train. "Everybody was smiling. Everybody was waving," he said.

When it was time for the train to make a return trip, he switched from the operator's cab at one end of the train to the other and encountered a lot of young fans.

"Of course, the kids were right up front. They wanted to sit in the seat and sound the horn and the bell, and parents would take a picture" while the train was stopped at a station. "That continued for the first few weeks," McNamara recalled.

Grand opening day for the METRO Blue Line.

Northstar's opening day, Nov. 16, 2009, was a big deal for the public all over again. But employees were really surprised at the level of enthusiasm when fans rode Northstar trains 40 miles from Big Lake to the Minnesota Twins' Target Field opening.

"The aisles were packed," MacQueen said.

The thrill of her first day on the job hasn't faded for program technical specialist Jody Salen, who started working at Northstar's Big Lake vehicle maintenance facility eight months before the line opened.

"I remember walking into the shop on my first day on the job in March 2009 and seeing the train cars and locomotives. It is impressive when you see them inside a building up close like that," Salen said. "They were bright and shiny and new. Ten years later, that memory returns whenever I offer to give a tour of the facility. The expression on people's faces when they see the locomotive sitting inside the shop is as familiar to me as it was that first day so many years ago."

By the time the 10-mile Green Line opened five years ago between St. Paul and Minneapolis, the public was getting used to urban passenger rail. Still, the excitement surrounding the Green Line's opening helped people that day look beyond concerns that it would separate neighborhoods on opposite sides of the track, displace residents and make the area unaffordable for them and small businesses.

"For all the negativity before they opened, when the Green Line did open people were 'Gee, how did we get by without this?' I never figured Green Line ridership would eclipse predictions the way it has," MacQueen said.

The Green Line was expected to see approximately 41,000 average weekday rides by 2030. Less than a year after opening, ridership surpassed that projection. The Green and Blue lines each set annual ridership records in 2018.

Now, construction is getting underway on the next chapter—a 14.5-mile extension of the Green Line set to open in 2023, serving downtown Minneapolis and several other employment centers.

## By the Numbers

Among its three rail lines, Metro Transit has 62 miles of urban passenger rail. For comparison, the Twin Cities region once had more than 500 miles of streetcar lines. The last streetcar in the region ceased operating 65 years ago.

The 12-mile Blue Line from Minneapolis to Bloomington has provided more than 142.7 million rides since it opened 15 years ago. More than 11.1 million rides were taken in 2018 on the Blue Line, the highest annual total since it opened in 2004.

Since the 10-mile Green Line opened five years ago from St. Paul to Minneapolis, it has provided more than 58.5 million rides. Nearly 13.8 million rides were taken on the Green Line last year, an annual record.

The 40-mile Northstar Commuter Rail Line, which operates over BNSF Railway from Big Lake to Minneapolis, has provided more than 6.7 million rides since it opened 10 years ago. Last year it provided 787,327 rides, which is comparable to 2017.

A rider brings a bicycle aboard a Northstar Commuter Rail train.

A METRO Green Line train at 10th Street Station in downtown St. Paul.

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MORE THAN **60%** INCREASE IN RAIL RIDERSHIP Since 1997

# A Brief History of Toronto (and Its Restaurants)

**This article is adapted in part from "Canada's Powerhouse: A Brief History of Toronto" by Jamie Bradburn, reprinted from the Toronto Convention and Visitors Association website.**

The King Street West neighborhood of Toronto.

**TORONTONIANS GATHERED ON** July 1, 1867, to celebrate Canada's Confederation. While Queen Victoria chose Ottawa as the capital of the newly formed Canada, she did name Toronto the home of the new Ontario provincial government. Toronto is the birthplace of two Canadian prime ministers, Lester Pearson and Stephen Harper, and the burial place of the nation's longest-serving leader, William Lyon Mackenzie King.

The city grew into an industrial power during the Victorian era and the host city of the annual Toronto Industrial Exhibition (later renamed the Canadian National Exhibition) in 1879. Manufacturers such as Massey-Harris (farm equipment) and the William Davies Company (meat packing) grew into not only Canada's largest in their particular fields, but the British Empire's as well.

During the 20th century, Toronto became a center for medical breakthroughs including the discovery of insulin as a treatment for diabetes in 1922 and research at the Ontario Cancer Institute in 1961 that pioneered stem cell research.

Building on a history of national radio that began in the 1930s and the debut of CBC Television in 1952, Toronto has become Canada's center of film and television production. Alongside Vancouver, Toronto is now considered "Hollywood North," prompting local moviegoers to figure out which city neighborhoods and landmarks filled in for other locales.

Toronto's professional sports teams include hockey's Maple Leafs; baseball's Blue Jays, with back-to-back World Series wins in 1992 and 1993; and basketball's NBA champion Raptors.

Famous Toronto attractions include the CN Tower & EdgeWalk; Ripley's Aquarium of Canada; the Royal Ontario Museum; Art Gallery of Ontario; Toronto Islands and Centerville; St. Lawrence Market; Hockey Hall of Fame; Eaton Center; Casa Loma; the Ontario Science Centre; and the Toronto Zoo.

## Strength in Diversity, A World of Flavors

Toronto has shown the country the advantages of a vibrant, multicultural society. "Diversity Our Strength" declares the motto on the city's coat of arms, and we have helped export that across Canada as immigrants who begin their new lives in Toronto move on to other locales, bringing with them a richness of cultural activities, food and life perspectives.

Canada's many waves of immigration are embodied in the history of Kensington Market. British laborers in the Victorian era were followed by Eastern European Jews during the first half of the 20th century. Post-Second World War opportunities attracted the Portuguese. The loosening of restrictive immigration policies from the 1960s onward drew newcomers from the Caribbean, Asia and Latin America.

The city also has helped promote tolerance of what were once considered alternative lifestyles, especially regarding LGBTQ issues. Toronto's Pride celebrations have gained international stature and inspired similar activities in other cities.

With all its ethnic and cultural diversity, visitors to Toronto will find a world of choices when it comes to finding a good meal. Here are a few examples.

**A Taste of Europe: Pan on the Danforth** in Greektown has long been recognized for its authentic quality Greek cuisine, while **Estiatorio Volos** in the Financial District specializes in traditional Greek dishes using local Canadian ingredients. Toronto's Little Italy, packed with Italian cafés, restaurants and trattorias, is on College Street West between Euclid Avenue and Shaw Street. **La Société** in fashionable Bloor-Yorkville epitomizes French bistro chic. Tapas lovers will find favorite dishes at **Patria** and a complete Spanish menu—and flamenco performances—at **Tapas at Embrujo**.

**A Taste of the Americas:** The chefs at **Bannock** pay homage to traditional Canadian comfort foods reflective of the country's rich regional and cultural diversity, while **Canoe** has created a regionally inspired Canadian menu on the 54th floor of the TD Tower. **Southern Accent Restaurant** serves up the flavors of New Orleans. Mexican favorites include **La Carnita**, a mobile street-food spot turned restaurant with three locations including Queen Street East, and the upscale **El Catrin** in the Distillery Historic District or **Los Colibris** on King Street. The city's South American dining options include **Copacabana**, an authentic Brazilian steakhouse, and Peruvian dishes at **El Fogón** on St. Clair Avenue West.

**A Taste of Asia:** East Asian and South Asian food is as diverse as it is delicious. Chinatown on Spadina Avenue (the largest of several Chinatowns in Toronto) offers Cantonese classics like BBQ pork and General Tso's Chicken at **Swatow**, while diners at **Pearl Harbourfront Chinese Cuisine** experience scenic vistas of Lake Ontario. Japanese food is about more than just sushi, with alternatives such as table-side cooking at **Benihana Japanese Steakhouse** (winner of *WHERE* magazine's "Most Memorable Meal" for two consecutive years) or sake, beer and izakaya snack foods at **ki modern japanese + bar**. **Little India** on Gerrard Street East between Coxwell and Greenwood and **Bindia** in Old Town provide flavors of India. For Thai tastes, **Khao San Road** has received numerous awards and is a regular topper of lists of the best Thai food in the city, and **Bangkok Garden** has received the rare *Thai Select Premium* designation from the Thai Consulate recognizing authentic food and outstanding service.

**A Taste of Africa:** Toronto has a growing number of Ethiopian and East African restaurants, especially in the west end. Here, spicy meat and vegetable dishes are served on a large sourdough flatbread called *injera.* There's no need for utensils; diners simply break off pieces of *injera* and use them to dig in. **Nazareth** at Dovercourt and Bloor offers affordable food in a cozy space.

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# Tri-Rail Boosts Ridership On 'Ride & Play Day'

**SOUTH FLORIDA RESIDENTS** and visitors recently hopped aboard Tri-Rail commuter rail, Pompano Beach, FL, to explore, shop, dine and play while connecting to South Florida's most popular family-friendly attractions during the agency's annual "Ride & Play" Day.

With 8,480 passengers taking part, the event generated the fifth highest Saturday ridership in the 30-year history of the system.

Riders received discounts and special offers at regional attractions and stores in Miami-Dade, Broward and Palm Beach counties when they showed their validated train fares.

"'Ride & Play' Day is one of our most popular annual programs. It allows families to conveniently experience the best of South Florida while enjoying a variety of onboard entertainment," said Bonnie Arnold, public information officer for South Florida Regional Transportation Authority/Tri-Rail.

SFRTA Executive Director Steven L. Abrams, left, met with passengers during "Ride & Play" Day.

The agency introduced "Ride & Play" in 2013 to promote Tri-Rail's upgraded weekend service when the system went to hourly headways. Now, this APTA AdWheel Award-winning event has evolved to also become a fun party on the train that continuously helps Tri-Rail break its weekend ridership records.

# Little Rock Historic Streetcar System Ridership Skyrockets

**BY BECCA GREEN, APR**
Director of Public Engagement
Rock Region METRO
Little Rock, AR

**IN THE FIRST QUARTER OF 2019,** Rock Region METRO saw a 249 percent year-over-year increase in METRO Streetcar ridership. A commitment from local funding partners, a new fare agreement and support from the hospitality industry are driving the change.

The 3.4-mile historic-replica METRO Streetcar system, which serves downtown Little Rock and North Little Rock, AR, celebrates its 15th anniversary in November and, while beloved by visitors to the city and state, the system has struggled to attract more riders in recent years.

After a seven-month fare-free trial ended and following a major six-month downtown bridge construction project that interrupted daily service for several peak travel time hours, system ridership plummeted in 2018.

Persuaded to reinstate the popular fare-free trial for 2019, the system's local funders—the cities of Little Rock and North Little Rock and Pulaski County—launched fare-free rides in late 2018. This move was just after METRO launched a new fare agreement with a downtown Little Rock charter school system, which has a campus within a short walk to a streetcar stop.

Immediately following the launch, which was supported with a comprehensive marketing and communications plan, ridership dramatically improved, including attracting local riders. Always-popular fair-weather weekends and big event evenings see even more riders on the streetcar, and weekday riders often find themselves surrounded by eStem Schools students heading to the city library—just two stops from their school.

LITTLE ROCK CONTINUED ON PAGE 26

Ridership for Little Rock's historic-replica METRO Streetcar system grew 249 percent in the first quarter of 2019.

Photo courtesy of Rock Region METRO

# TEXRail Helps Celebrate Golden Spike Anniversary With its Own 'Spike'

**TEXRAIL (FORT WORTH, TX)** marked the occasion of the 150th anniversary of the Golden Spike by sharing its eighth diesel multiple unit at the Stadler U.S. grand opening ceremony in Salt Lake City May 9.

TEXRail, a 27-mile commuter rail line owned and operated by Trinity Metro, features the first train manufactured by Stadler U.S. with full Buy America Compliance, "Spike."

TEXRail was one of two Stadler U.S. trains that reenacted the Golden Spike ceremony, which celebrated the joining of the first transcontinental railroad in 1869. The trains traveled into the Stadler facility facing each other and meeting in the middle—a ceremonial nod to the past while embracing the present and future.

"When Stadler asked us if they could use our TEXRail train for this event, we were more than happy to oblige," said Trinity Metro President and Chief Executive Officer Bob Baulsir. "We enjoyed being part of this historic occasion in railroading history."

The train is the last train set for TEXRail's route between downtown Fort Worth and the Dallas-Fort Worth International Airport's Terminal B. After the celebration, Spike was delivered to Texas, where it will become part of daily operations in July.

"We wanted to help celebrate the history of the first transcontinental railroad, so we branded our eighth train 'Spike' in honor of that. We'll launch a marketing campaign chronicling Spike's trip from Utah to Texas along with placing Spike into service," Baulsir said.

Serving travelers between downtown Fort Worth and the DFW International Airport, TEXRail is the first commuter rail line in the U.S. to feature the FLIRT 3 model (Fast Light Innovative Regional Train). This Texas region is known for a culture of driving cars and pickup trucks, but TEXRail is already changing minds about using public transportation. Since the line opened on Jan. 10, 2019, TEXRail ridership is nearing 300,000.

The sleek design and smooth, quiet ride is unlike any other rail service in Texas. During planning stages, Trinity Metro leadership reviewed the Swiss-designed train to see if any alterations would be needed. The original design incorporated ski racks, which would not be optimal for the hot Texas climate. TEXRail instead features vertical bike racks.

TEXRail provides a quiet car in place of a first-class car. Other amenities include seatback trays and work tables, USB charging ports at each seat and level boarding.

The economic impact of TEXRail is evident along the route, with more than $336 million in TOD in the three cities that share the nine stations. Developments include residential and retail options as well as a boutique hotel by Marriott.

Because of the line's early success, Trinity Metro is already looking at options to extend the route to the Fort Worth medical district, an area that boasts 60,000 jobs. The agency also created a first-mile/last-mile solution for TEXRail passengers to reach another 18,000 jobs near one of the Fort Worth stations.

## Facts About Spike

- 1 quiet car
- 229 seats
- 488 passengers
- 7 wheelchair spaces
- 6 vertical bike racks
- 385,000 pounds fully loaded
- 266 feet long

TEXRail's "Spike" outside the Stadler facility.

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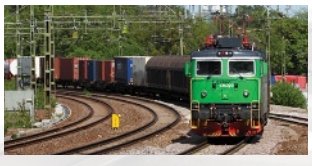

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Goats are deployed to "trim" vegetation beside Caltrain's rail corridor.

# Caltrain Enlists Goat Herd to Clear Vegetation

**BY ALEX EISENHART**
Public Affairs Specialist
San Mateo County Transit District
San Carlos, CA

**EARLIER THIS YEAR,** Caltrain surprised San Francisco residents with some new neighbors: goats. About 175 of them. Why? Gla-a-a-a-d you a-a-a-asked.

Part of maintaining the safety and functionality of the rail corridor involves periodically trimming back overgrown vegetation, something which has become increasingly important as the agency installs overhead contact wires along the tracks in preparation for electrification.

Historically, Caltrain has relied on its contract operator to remove vegetation from agency property. However, some sections of land run along steep grades of hillside, making vegetation maintenance work difficult and hazardous. It's also expensive. The cost of staff time combined with the use of gas-powered equipment and the need to transport remains to the dump all add up. Aside from the cost, it's not a particularly eco-friendly process. So, Caltrain decided to try something new.

Cue *Green Goat Landscapers,* a Santa Clara-based landscaping company hired to unleash a small herd of goats to eat up the vegetation along a 50,000-square-foot area of Caltrain property in San Francisco's Visitacion Valley neighborhood. Contained inside a temporary electrified perimeter fence to protect from escape, the goats eat all the vegetation they can, 24/7. Caltrain estimates that it would have taken crews two weeks to accomplish what a herd of goats did in about five days.

This was Caltrain's first time piloting the use of goats to do this work, and the agency is planning to use them again for future vegetation-management projects. The hope is that this solution can help make railroad operations safer, greener and more cost-efficient. While this was the first time that goats made an appearance along Caltrain's 52-mile right of way, it will not be the la-a-a-a-ast.

## PREVENTION CHALLENGES CONTINUED FROM PAGE 21

track employees, as well as anyone who might come into contact with a person who may be in distress along our railroad rights-of-way. We have realized a reduction in fatalities and intentional deaths due to the success of this program.

In 2017, Metra employees were able to intervene and bring 51 people attempting to intentionally harm themselves to safety. In 2018, the number of employee interventions increased to 63 and in 2019 there have been 22 interventions to date. Combining 2017, 2018 and 2019 YTD data, 136 people have been brought to safety through employee interventions and are getting the help they need.

Simply put, QPR teaches our employees to be more aware of their surroundings and the behaviors of the people with whom they come into contact every day. The training provides them with the tools necessary to approach someone in distress and bring that person to safety. One of the most important strategies we teach our employees to remember is that, "One conversation can save a life."

If any agency would like to know more about our mental health awareness program, mark your calendars. Metra will host its biannual symposium, Breaking the Silence—Restoring Hope, Saving Lives, Oct. 4 in Chicago.

## GRADE CROSSING SAFETY CONTINUED FROM PAGE 21

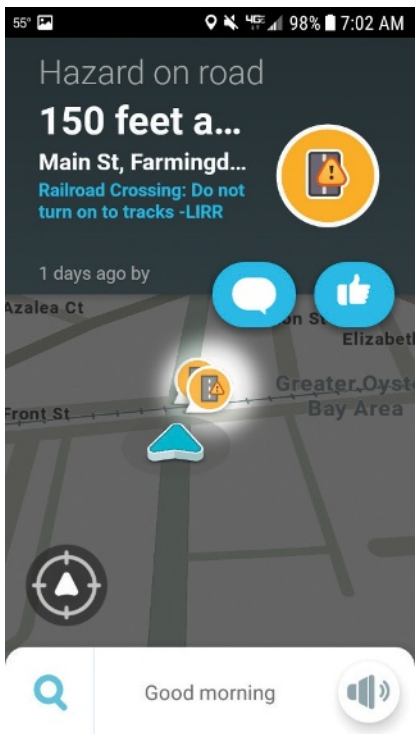
added through both intersections, to guide drivers over the crossing and through the intersection layout, fog lines painted through the crossing, delineators installed on both sides of the crossing and stop bars placed as required. Additionally, Metro-North began to upgrade railroad flashing-light signals.

Through 2019, Metro-North plans to continue enhancing at least 13 more crossings with more resurfacing and road improvements, installation of delineators and upgrades to LED flashing lights.

Most recently, the two railroads have leveraged technology to enhance their approach to minimizing trespassing, including joining Waze's Connected Citizens Program (CCP), leveraging Waze's wide subscriber base to receive safety notifications for at-grade railroad crossings.

The Waze App is intended to allow "drivers to navigate to their desired address and to assemble and update maps to reflect road conditions and occurrences on them, such as traffic congestions, road accidents, police road blocks, etc." As a CCP member of Waze, Metro-North and LIRR can keep their grade crossing hazard alerts active regardless of consumer interaction.

Metro-North and LIRR will continue to invest in initiatives to promote grade crossing safety in their systems. As two of the largest commuter railroads in the U.S., serving more than 177 million customers annually, they are committed to the safety of their employees, customers and the communities they serve.




LIRR Waze warning alert.

## LITTLE ROCK CONTINUED FROM PAGE 24

This partnership works well for providing much-needed field trip transportation for the school system, which doesn't own or operate school buses.

METRO recently created a new sponsorship program for the system and began targeting hospitality businesses for sponsorships, gaining $15,000 in the first two months. In addition, heavier promotion of streetcar charter opportunities is aiding revenue streams, which are intended to cover the lost fare revenue and keep the system fare-free for the future.

"Tourists, locals and downtown businesses love the streetcar, which features some of our region's very best amenities along its route. We are thankful to our funders, board and community partners for engaging in win-win solutions to sustain this unique community asset," said Charles Frazier, METRO executive director.

## *Talking Toronto*

**The CN Tower, built in 1975, stands 1,815 feet high. Until 2007, it was the tallest freestanding structure in the world.**

**A unique highlight of Toronto is Casa Loma, a Gothic Revival house that is now a museum. Numerous movies have used this iconic building as a set, including *Harry Potter and the Deathly Hallows, X-Men* and *Beauty and the Beast.***

# Innovating Around Sustainability in Honolulu

**BY BEN TREVINO**
Sustainability Planner
Honolulu Authority for Rapid Transportation

**THERE ARE FEW URBAN CENTERS** in the world that will need to confront the realities of a changing climate as soon as Honolulu will. The City and County of Honolulu recently adopted planning guidelines expecting 3.2 feet of sea level rise by mid-century. The combination of change on the horizon and our islands' vulnerability when this change comes suggests a need to do things differently—and quickly.

Fortunately, Hawaii had already begun investing in a different urban model with the Honolulu Rapid Transit Project. Where our coastal and low-lying road network may experience temporary or permanent outages due to storm, tide or sea-level rise inundation, the already-adapted elevated rail system will support the continuation of economic and life-preserving activities on Oahu.

Because so many of the coming changes affect our natural and economic resources, sustainability is the perfect lens to focus the needed innovation.

The rail transit system is the most significant investment in sustainable infrastructure in the history of the state. It was developed, planned and budgeted on infrastructure timelines, while climate science gives us more urgent scenarios by the day. So, we have to build differently.

Seeing all of this, the Honolulu Authority for Rapid Transportation (HART) partnered with the leader in innovation in government, civic technology juggernaut Code for America. Just as HART recognizes the need to build differently, Code for America recognizes the need to *govern* differently. The digital tools of the web, mobile apps and social media provide us with the opportunity to do so. Those tools, however, are only useful when they are human-centered.

Last Spring, Honolulu and HART were selected as one of the cities for Code for America's Community Fellowship. Over a six-month sprint from June to December, the team from Honolulu was immersed in the world of civic technology, absorbing the principles of agile development, diverse and inclusive engagement and user testing. The result was the Sustainable Mobility Lab or the SuMoLab: HART's programmatic approach to implementing its sustainability commitment and fulfilling its promise as sustainable infrastructure.

HART's elevated rail system will support the continuation of economic and life-preserving activities on Oahu.

One of the key insights of the SuMoLab is that sustainable infrastructure is ultimately about sustainable communities. Supporting these communities means establishing a relationship that asks how the rail project can support the activities of a sustainable community and how that community can support the activities of rail. In an uncertain future, the reality is that we cannot pin down answers to those questions. Instead, we should get really good at learning about them—from as many perspectives as possible.

SuMoLab presents a community-based model of achieving sustainability, connecting people through shared stories and histories of place, learning through collective experiences and integrating those learnings into a vision of a sustainable transportation system. In its first six months, SuMoLab has partnered with several organizations to develop an arts-based creative placemaking program where artists from a community affected by rail will receive funding to express their community's history and experience, a sustainable communities youth summit, a staff sustainable mobility fair and a work day at a historic Hawaiian fishpond.

The native Hawaiians, our indigenous forebears, were unbelievable innovators—astounding the British expeditions that initiated western contact with their wetland horticulture, near-shore aquaculture, resource management and the beautiful cultural practices such as Hula and lei-making that the world associates with Hawaii today. Those peoples adapted our islands to thrive for more than 1,000 years without the daily stream of container ships importing more than 90 percent of our food.

Our rail project is a stop on the way back to the past, where we will find the wisdom we need to innovate our way into the future. Hawaiians, like all indigenous peoples, understood human-centered design, and the Hawaiian proverb "I ka wa ma mua, ka wa ma hope" guides our sustainability innovation work: "To see the future, we must look deeply into the past."

Sustainability is about communities that thrive over time and generations. We are rich with the resources to do this, but for our project to be sustainable infrastructure, we must support communities in the direction they are trying to look.

SuMoLab presents a community-based model of achieving sustainability.

# BART: Moving Forward with Reinvestment Revitalization

**IN JUNE, THE SAN FRANCISCO** Bay Area Rapid Transit District (BART) system is set to wrap up a major trackway replacement project.

Work between BART's Pleasant Hill/Contra Costa Centre and Concord stations has been taking place on selected weekends over the past two years. This is a critical section of trackway on the Antioch-Millbrae line in Contra Costa County, which is the busiest in the BART system. Crews have been working around the clock on those selected weekends to replace decades-old rail, ballast, vital train control equipment and the drainage system. The primary focus this year has been to replace five turnouts, which are critical components that allow trains to switch tracks.

BART works with local transit partners during temporary track closures to ensure a free bus bridge is provided so riders can still move between impacted stations. For this latest work, County Connection in Concord, CA, has stepped up to the plate to partner with BART and make sure riders are not left without options.

Further, BART reaches out via passenger bulletins, social media posts and direct mailings to the surrounding community to ensure that riders and nearby residents know when the work is happening and the likely service impacts. Temporary track shutdowns create a short-term inconvenience for riders, but the payoff is a more reliable system for decades to come.

The work is made possible through Measure RR, a $3.5 billion bond approved by BART district voters in 2016. Measure RR is enabling BART to continue planning and design work on more than 50 initiatives. There are 32 projects either under construction or complete.

The rebuilding effort touches on nearly every aspect of the rider experience at BART. The early accomplishments include replacing 27 miles of track to improve overall system reliability and replacing six miles of electrical wiring to bolster the power supply for trains.

Measure RR has allowed BART to award a contract to replace more than 40 escalators in downtown San Francisco that have outlived their useful lives. The bond is also providing seed money for the study of a second Transbay rail crossing that would aim to double BART's capacity across the bay between San Francisco and Oakland.

A key focus of the weekend work is to replace aging track components. Crews worked around the clock to replace equipment that, in some cases, dated back to the start of BART service in 1972.

# Virgin Trains Phase 2 Construction Underway

**VIRGIN TRAINS USA,** formerly Brightline, recently announced the beginning of rail construction and contractors responsible for Phase 2 expansion between Orlando and South Florida, representing a total private investment of $4 billion.

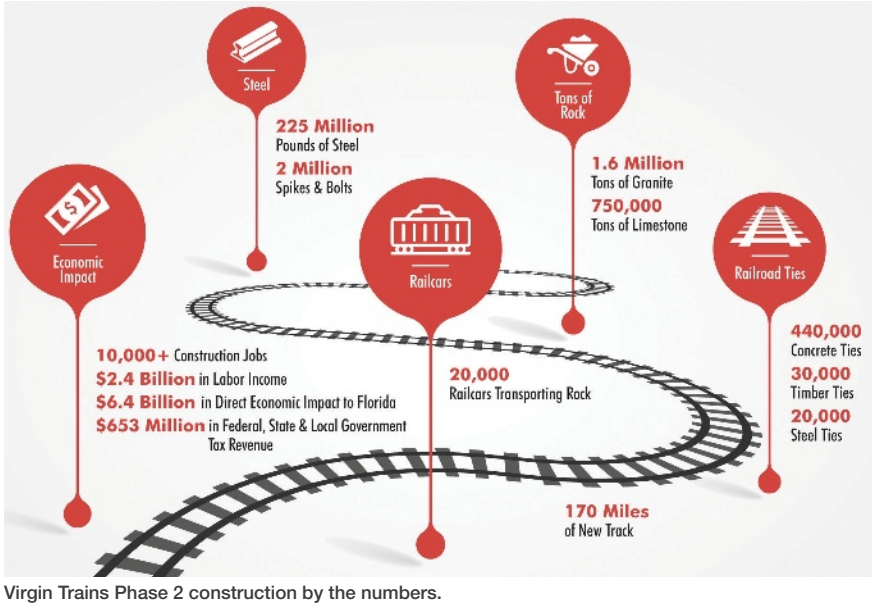
Construction of Phase 2 encompasses four zones; work on Zones One and Two began in May 2019 and includes the area of the Orlando International Airport and the Virgin Trains maintenance facility. Full-scale construction is imminent in Zones Three and Four.

This monumental infrastructure project will include the laying of 490,000 ties and transporting 2.35 million tons of granite and limestone by 20,000 railcars. Additionally, approximately two million spikes and bolts will be hammered and put in place over the next 36 months.

During this process, Virgin Trains USA Phase 2 will generate more than 10,000 jobs and more than $650 million in federal, state and local tax revenue.

Launched in 2018, Virgin Trains USA is the only privately owned and operated intercity passenger rail service in the U.S. Providing fast, efficient, hospitality-driven transportation featuring the latest in customer-friendly amenities, it currently operates in Florida connecting Miami, Fort Lauderdale and West Palm Beach.

The first rail train for Phase 2 was loaded and shipped from Steel Dynamics' Fort Wayne, IN, mill on May 16, 2019.




Virgin Trains Phase 2 construction by the numbers.

Phase 2 contractors are the Hubbard Construction Company, Wharton-Smith Inc., The Middlesex Corporation, Granite and HSR Constructors. These five contractors will be responsible for the development of 170 miles of new track into the completed state-of-the-art intermodal facility located in the new South Terminal at the Orlando International Airport.

"Connecting Central and South Florida will bring thousands of jobs today, and by modernizing infrastructure we will strengthen Florida's economy for decades," said Patrick Goddard, president of Virgin Trains USA. "For a project of this scope and magnitude, a world-class construction team has been assembled to undertake this tremendous assignment, and we congratulate them helping us make history."

Construction of Phase 2 is expected to be complete and service to begin between South Florida and Orlando in 2022.

## People On The Move

**BIRMINGHAM, AL**—ClasTran announced a restructuring of its board of directors, cutting the number of board members from 14 to seven, and the appointment of two new members. **Reggie Holloway**, formerly the board's vice president, became its president following the resignation of the former board president, and **Heather Carter** was elected vice president.

Holloway

Other members of the new board are **Derleda Abrom**, secretary/treasurer; Fultondale Mayor **Jim Lowery**; **Kevin Owens** and the newly appointed members, Birmingham City Councilor **William Parker** and Advisory Committee Chair **Dr. Patrick Sellers**.

**KNOXVILLE, TN**—Knoxville Area Transit (KAT) announced the retirement of Chief Operations Officer **Beverly Campbell** after more than 30 years with the agency, beginning as a system analyst and later serving as director of human resources.

Campbell

**Odell Draper**, previously director of operations and safety, succeeds Campbell. He joined KAT as a bus operator in 2007.

Also, **Julie Glibbery** is KAT's new chief human resources officer. She has worked in the automotive, aeronautic and marine industries and with a major federal contractor.

Draper

Glibbery

**WOODBRIDGE, VA**—**Victor S. Angry**, who was recently elected to a vacant seat on the Prince William Board of County Supervisors, has joined the Potomac and Rappahannock Transportation Commission Board of Commissioners, filling a seat that had been vacant since the death of **John D. Jenkins** in February. Angry was the first African American to serve as command sergeant major of the entire Army National Guard.

Angry

Wagner

**ORANGE, CA**—The Orange County Transportation Authority (OCTA) announced the appointment of newly elected County Supervisor **Don Wagner** to the OCTA Board of Directors. Wagner is a former mayor of Irvine and, prior to that, served six years in the California State Assembly.

**SAN FRANCISCO**—The San Francisco Municipal Transportation Agency has named **Julie Kirschbaum** director of transit, a position she previously held on an acting basis.

Kirschbaum

Kirschbaum was named the agency's chief transportation officer in 2017 and has more than 20 years experience, including tenures with the San Francisco County Transportation Authority and as a consultant. For APTA, she is a graduate of the Leadership APTA Class of 2008 and a member of the Multimodal Operations Planning Subcommittee and the Planning, Policy and Program Development Committee.

**SAN BERNARDINO, CA**—Omnitrans announced the promotion of **Jeremiah Bryant** to director of strategic development after 12 years with the agency. Bryant joined Omnitrans as a marketing analyst in 2007 and was promoted to planning and scheduling manager in 2010; before joining the agency, he worked in market research. For APTA, he serves on the Access, Mid-Size Operations and Planning, Policy and Program Development committees.

Bryant

**CHANDLER, AZ**—Stantec announced the appointments of three managers to its transportation team: **Krishna Anantuni** and **Rob Lemke**, both in the firm's Phoenix office, and **M'balia Tagoe-Guzman** in Las Vegas.

Anantuni has more than 28 years of transportation project management and design experience for Arizona DOT and other municipal agencies in the state. He is a transportation sector leader and a Stantec principal.

Anantuni

Lemke

Lemke, with 32 years of experience, is a Stantec principal, a business developer and senior project manager. Most recently he was an executive vice president in charge of the design and management of transportation-related projects for an Arizona-based engineering firm.

Tagoe-Guzman

Tagoe-Guzman, a senior project manager, has 27 years of experience with an engineering and construction firm based in San Francisco.

# PUBLIC TRANSPORTATION CAREER DAY CONTINUED FROM PAGE 4

where they designed their own public transit system while considering the benefits, challenges and budget required to complete a project.

Also, Metro partnered with iyai+ (Introducing Youth to American Infrastructure) to host an Infrastructure Week youth event titled "Infrastructure for the Next Generation," which provided an interactive platform for students in grades 9-12 to learn about careers in infrastructure.

Students were able to engage with more than 20 public and private sector industry partners for networking opportunities, to learn about diverse career paths and internship opportunities, and enhance their communication and leadership skills. Metro reported that just over half of the participants were female and virtually all students stated that the event was a good investment of their time. The agency said the event was "very impactful" as many students voiced an interest in fields and careers they had not been exposed to previously.

APTA also participated in Career Day by sponsoring a team from a local middle school, Heart Christian Charter School, in the Mineta Transportation Institute's 19th Annual Garrett Morgan Sustainable Transportation Competition. The national competition, with other students participating from California and Mississippi, is designed for middle school students to develop innovative projects to address challenging public transit issues, culminating with a national video symposium.

APTA**U**'s next program is the six-week 2019 Summer Youth Infrastructure Careers Gateway Pilot Program, to introduce high school juniors and seniors to careers across the nation's critical sectors, including transportation. Thanks to the support of APTA's business members, the program will include a one-week focus on public transportation's role in building and maintaining infrastructure, including careers. While this program is being piloted in Washington, DC, APTA plans to replicate this model on a regional basis.

# CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

| | APTA Member | APTA Non-Member |
|---|---|---|
| 1 insertion* | $1.50 per word | $1.71 per word |
| Multiple insertions* (with no copy change) | $1.36 per word | $1.56 per word |
| Display classifieds / column inch rate | $73.50 | $85.00 |
| Minimum charge | $85.00 | $85.00 |
| Logo Placement (per issue) | $40.00 | $40.00 |
| Affidavits | $3.00 | $3.00 |
| Blind box fee | $20.00 | $20.00 |
| Minimum charge | $85.00 | $85.00 |

To estimate the price of your ad, you may use Microsoft Word's "word count."
* Non-Commissionable

## NOTICES

### SIEMENS MOBILITY INC. – DBE GOAL NOTICE

In accordance with the regulations of the U.S. Department of Transportation, 49 CFR Part 26, Siemens Mobility, Inc. Rolling Stock, hereby proposes an overall goal of 5.27 percent for Disadvantaged Business Enterprise (DBE) participation in contracting opportunities during Fiscal Year 2020 (October 2019 – September 2020).

The contact information for our DBE Liaison Officer is:

Ms. Michelle Picard
Siemens Mobility, Inc.
7464 French Road
Sacramento, CA 95828
(916) 681-3000
E-mail: michelle.picard@siemens.com

Siemens actively encourages DBEs that design, manufacture and/or service components which are generally accepted in the rail transit manufacturing industry to submit their current certification from a UCP authorized agency.

### SIEMENS MOBILITY, INC. – SEEKING QUALIFIED DBE & SMALL BUSINESS FIRMS FOR SUPPLIES & SERVICES

The Siemens Mobility, Inc. Rolling Stock factory in Sacramento, CA is seeking qualified Disadvantaged Business Enterprises (DBEs) and Small Businesses that are able to supply goods and services in the area of railcar manufacturing. This can include but is not limited to: car body assemblies and components, interior and exterior illumination components, windows, windscreens, seats, interior paneling, luggage racks, handrails, flooring, traction electric components, wheel sets, diesel and cooling systems, cabling, high and low voltage electrical cabinets, fire detectors, fire extinguishers, smoke detectors, passenger information system and infotainment, destination signs, HVAC units, door components, brake systems, vehicle control systems, mechanical and electrical connecting parts, hardware, shipping supplies, MRO supplies, logistics, decal and vehicle wrapping, and technical services.

We are interested in meeting potential suppliers to develop relationships and increase the probability of successfully obtaining business opportunities together. We constantly strive to deliver high quality solutions into the hands of our customers. To help achieve our mission, we partner with a broad variety of suppliers, including small and diverse businesses.

Siemens actively encourages DBEs and Small Businesses that design, manufacture, supply and/or service components which are generally accepted in the rail transit manufacturing functions to submit their information together with their current certification.

Please submit your information stating qualifications and areas of expertise by e-mail to our procurement department: SupplyChainManagement.industry@siemens.com.

To learn more about our products, please visit usa.siemens.com/mobility.

## BIDS/PROPOSALS

### NOTICE of UNSOLICITED PROPOSAL 269-2019-1121

An Unsolicited Proposal for a mixed-use development for the site (Parcel ID 125-01-114) currently occupied by the Charlotte Transportation Center (CTC) has been received.

All parties interested in submitting a competitive proposal are invited to do so; proposals are **due July 15, 2019**, to:

Attention Philip Charneskie
CATS Senior Procurement Officer
CTC Unsolicited Proposal
Charlotte Area Transit System
Finance and Procurement
600 East 4th Street
Charlotte, NC 28202

To participate in the Charlotte Area Transit System (CATS) unsolicited proposal process interested parties must submit a final unsolicited proposal in compliance with the CATS Unsolicited Proposal Review Process located at the website listed below. This process requires each proposer to provide an abstract (approximately 200 words) of their development plan and:

1. A discussion stating the objective of the effort, the method and approach to be employed, the anticipated result, and the manner in which the plan will support the accomplishment of CATS' mission and vision.
2. The type of support needed; government property or personnel resources.
3. Sufficient technical and cost information for evaluation.
4. Proposed estimated cost of the effort in sufficient detail for evaluation.
5. Proposed cost and revenue sharing and ownership structure.
6. Information indicating that the proposer has necessary financial resources to complete the project.

The following information is supplemental to the unsolicited proposal process requirements outlined above and provides additional information as it relates directly to any proposed redevelopment of the CTC. It is the intent of the Charlotte Area Transit System that access/connectivity to and between the CATS CTC Bus Facility, the LYNX Blue Line light rail and the CityLYNX Gold Line Streetcar will be maintained and integrated into any proposed development. At a minimum, proposers should address:

1. Interim location for the continued operation of the current bus service at the CTC Bus Facility, including how the interim location will continue to allow for interaction (passenger transfers) with the LYNX Blue Line and the CityLYNX Gold Line (Transit Services) during construction.
2. Permanent Integration of the Transit Services into the proposed development and solutions for the ongoing maintenance of the integrated facilities. The program of the permanent transit service can be found on the website below.
3. Development façade and pedestrian scale interaction with adjacent LYNX Blue Line Station and Rail Trail consistent with Transit Oriented Development principles.
4. Development façade and pedestrian scale interaction with Trade Street and the CityLYNX Gold Line consistent with Transit Oriented Development principles.
5. Appropriate weight should be given to adopted City policies and plans, such as the Brevard Street Plan.
6. High quality urban design and architecture yielding buildings and places that are designed to embrace the public realm and transit infrastructure.
7. Consideration of other City initiatives such as affordable housing if applicable to your proposal.

Further information can be found at the CATS Procurement site: https://charlottenc.gov/DoingBusiness/Pages/SolicitationDetails.aspx?ID=1020

Questions to be addressed to: Philip Charneskie, pcharneskie@charlottenc.gov

### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

### INVITATION FOR BID

LACMTA will receive Bids/Proposals for OP63169 - 3-Axis Man Lifts at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Thursday, June 20, 2019, 10:30 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Arcadia: Room 08-95. All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Tuesday, July 30, 2019**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP63169.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.metro.net or for further information email Aryani Guzman at guzmana@metro.net.

6/24/19
CNS-3263371#
PASSENGER TRANSPORT C/O AMER

### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

### REQUEST FOR PROPOSAL

LACMTA will receive Proposals for **P2550-2019 - P2550 LIGHT RAIL VEHICLE MODERNIZATION** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

All Proposals must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 10:00 a.m. Pacific Time on Monday, August 5, 2019**. Proposals received after the above date and time may be rejected and returned unopened. Each proposal must be sealed and marked Proposal No. P2550-2019.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.metro.net or for further information email Robert Pennington at penningtonr@metro.net.

6/24/19
CNS-3260195#

### MTA- NEW YORK CITY TRANSIT (NYCT) Qualified Products List (QPL)

Notice to potential suppliers: NYCT will make available to potential vendors copies of the following Qualified Products List (QPL).

**Subway Car Parts**: Subway car items including, but are not limited to, the following: Components & complete electrical controller pans, electrical & carbon brushes, electrical circuit parts & accessories, motor component parts, motor controllers, traction motor parts, structural & non-structural car body parts, wheel & truck parts, subway car assembly parts, subway car decals, insulators, air conditioning & air brake parts, as well as wheel truing machine items, gaskets, diesel engine parts, glass and signal communication equip.

**Track, Maintenance of Way, Building Supplies and Other Items**: Items including, but are not limited to, the following: Power generators & distribution, wire & cable, electrical circuit components, coil, contacts, electrical lighting, electrical fittings, signal communications, air conditioning, boilers, pipes and fittings, valves, hoses, plumbing supplies, building materials, metals insulation, paint, hardware (screws, bolts, fasteners), tools, shops equipment, forms & paper, abrasives, welding materials, track material, lumber, electrical measuring equip, pump compressor parts, fuses, electrical fittings & accessories, bearings, lubrication fittings/ machines parts.

**Bus Parts**: Items including, but are not limited to, the following: Brake lining, undercarriage, wheels, muffler & exhaust system, front & rear parts, steering & related parts, cooling & heating, system, fuel injection, transmission, windows & bus body parts.

The aforementioned Qualified Products Lists are available to the public. These lists include item descriptions, currently approved suppliers on the Authority QPL, & estimated annual usage. The QPL package can be obtained by accessing our website http://web.mta.info/nyct/procure/QPLproducts.pdf

**MTA – New York City Transit**
**2 Broadway**
**New York, NY 10004**

## HELP WANTED

### MANAGER, BUS/MOBILITY SAFETY

The **Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA)** is seeking a Manager, Bus/Mobility Safety. The right candidate will be responsible for providing safety leadership in all facets of the MDOT MTA's Bus and Mobility (paratransit) transit modes.

The Manager, Bus/Mobility Safety impacts the MDOT MTA's organizational success by:

- Participating in setting agency safety goals pertaining to Bus and Mobility safety
- Performing accident investigations, safety campaigns, and safety inspections
- Managing MDOT MTA's Bus/Mobility safety committees, hazard management, safety certification, and interagency/interdepartmental coordination on Bus/Mobility safety
- Planning and participating in emergency response drills
- Managing the MDOT MTA's Accident Review Board

Sound interesting? Submit your application online by registering at www.mdot.maryland.gov/employment

### GEORGIA DEPARTMENT OF TRANSPORTATION – OFFICE OF INTERMODAL

### GRANTS & FISCAL SERVICES MANAGER

**Job Specific Duties:** Under broad supervision in the Intermodal Division, performs work of considerable difficulty in the administration and management of federal, state, and local funds for the Aviation Program, Rail Program, State Safety Oversight Program, Transit Program, and the Waterways Program.

# CLASSIFIEDS

## HELP WANTED

Performs functions in the Intermodal Division as lead budget officer. Identifies and manages the funding needs across the five program areas. Through coordination with the five programs, manage the Fiscal Activities of each of the programs, including federal apportionments, grant awards, grant balances, bond approvals, project funding, contract execution and subsequent fund encumbrance, project and program expenses, and fiscal year end program balances. Budget activities involve multiple federal agencies with different requirements.

For additional information and to apply please click the link below: https://ga.taleo.net/careersection/ga_external/jobdetail.ftl?job=FIN01RZ&tz=GMT-04%3A00&tzname

### CITY OF BOULDER, CO, PUBLIC WORKS DEPARTMENT

### SENIOR TRANSPORTATION PLANNER - TRANSIT PROGRAM MANAGER

**This listing closes on 6/28/2019** at 11:59 PM Mountain Time (US & Canada).

Salary: $79,847.00 - $121,561.00 Annually

Location: New Britain Building, 1101 Arapahoe, Boulder, CO

Job Type: Full-Time

Department: Public Works

Job Number: 2019-00160

Closing date and time: 6/28/2019 at 11:59 PM Mountain Time (US & Canada)

**Overall Job Objective**

Under limited direction, initiate, manage, and coordinate transportation planning and implementation with a special focus on public transit and its relationship to other transportation options and citywide goals. Primary work functions include management of on-going transit operations and programs, including negotiating agreements and contracts, customer service, agency coordination, and transit planning. Also, perform related duties as required.

For further details and to apply, go to: https://www.governmentjobs.com/jobs/2470744-0/senior-transportation-planner-transit-program-manager?location=boulder%2C%20co&distance=5&pagetype=searchPage

### TRANSIT PROCUREMENT AND CONTRACTS MANAGER

The City of Charlotte; **Charlotte Area Transit System (CATS)** is seeking a Transit Procurement and Contracts Manager. This is a management position reporting to the Transit Chief Financial Officer. The position serves as Section Manager responsible for all transit procurement of capital equipment, supplies and services including construction and construction related services, and is responsible for all related contract administration and compliance.

**Minimum Qualifications:**

Bachelor's degree with major course work in Accounting, Business, Law, Engineering or closely related field with five (5) years of management level experience in the management, administration, policy and oversight of procurement functions, contracts and contract negotiations in a public environment; or a Master's degree with three (3) years of management level experience in the management, administration, policy and oversight of procurement functions, contracts and contract negotiations in a public environment.

Apply online at: https://careers.charlottenc.gov/psp/ER92PRD/CAREERS/HRMS/c/HRS_HRAM.HRS_APP_SCHJOB.GBL

### LEADERSHIP OPPORTUNITY AT THE SOUTH SHORE LINE

The Northern Indiana Commuter Transportation District ("South Shore Line") seeks a highly qualified, motivated, and experienced leader to serve as its Assistant Chief Mechanical Officer at its shops in Michigan City, Indiana. The person selected will help shape the future of the South Shore Line's Mechanical Department as well as manage the daily operational aspects of the District's fleet of multiple unit coaches, locomotives, and other mechanical assets. The successful candidate will join a close-knit team of transit innovators dedicated to delivering safe and outstanding service to the citizens of Northwest Indiana and Chicago.

Starting annual salary will range between $90,000 and $100,000. The compensation package also includes, but is not limited to, health insurance, dental insurance, paid vacation, paid holidays, Railroad Retirement Board benefits, and a supplemental pension. Further details about this opportunity are available at http://www.mysouthshoreline.com/about/job-opportunities.

The deadline to apply is 5 p.m., August 16, 2019. Apply early for consideration; NICTD reserves the option to close this opportunity before the stated deadline. Questions? E-mail: Bjarne.Henderson@nictd.com.

### CHIEF FINANCIAL OFFICER

### PIONEER VALLEY TRANSIT AUTHORITY

**($100-$120K)**

The Pioneer Valley Transit Authority has an excellent career opportunity for a seasoned financial professional. Reporting directly to the Administrator, the Chief Financial Officer is responsible for managing all aspects of the Authority's financial condition, including the management of a multi-million-dollar annual budget. This hands-on position ensures that the organization is financially sound and that its assets are being used effectively to serve the Authority's needs and to provide high quality, cost-effective transportation services to the public. Demonstrated experience in a similar role within the public transit industry, or within a non-profit, municipal or not-for-profit organization. Competitive salary with excellent benefits package. Prior to submitting your cover letter and resume (include salary preference), please review a detailed position description and qualification requirements on our website at www.pvta.com under Careers. Upload resume via our website or mail to: PVTA, Attn: Human Resources Manager, 2808 Main Street, Springfield, MA 01107. EEO/DF/AA

SOUNDTRANSIT

**Sound Transit** is hiring for a **Deputy Executive Director** to provide strategic leadership to the Transportation & Maintenance Division operations, services and functions; and integrate initiatives with other divisions/departments in support of department and agency goals. In addition to managing the public transit programs, the Deputy Executive Director collaborates with other division leaders across the Operations department, along with other agency departments/divisions and outside agencies. Within this fast-paced, rapidly changing environment, strong leadership, decision-making, and communication skills are essential to be successful in this role. As an executive leader, experience working with C-level executives, key stakeholders, contractors, and elected officials is required.

This is an exceptional opportunity with a progressive organization that offers advancement opportunities and personal growth. We offer an attractive compensation package to include competitive benefits, and a chance to have a positive impact on the environment as well as becoming a key contributor toward Seattle's quality of life. Learn more about this exciting position at soundtransit.org/jobs and search for the title.

### SAN JOAQUIN REGIONAL TRANSIT DISTRICT

### GRANTS ANALYST/SPECIALIST/ SENIOR SPECIALIST

**Closing Date:** Until Filled

**Salary Ranges** start at $47,437 (Analyst); $54,901 (Specialist); $63,503 (Senior Specialist) (Depending on Qualifications)

Under general direction, coordinates, develops and drafts applications for single and multi-year federal and state grants for funding of projects, programs and activities to achieve the District's capital and program/service strategies and objectives; identifies sources of additional grant funding; compiles required reports to granting agencies; develops reports and monitors the status of approved grants to ensure the full, timely utilization of all grant funds and compliance with granting agency terms and conditions; and performs related duties as assigned.

The incumbent must have exceptional oral and written presentation skills, must be a strong communicator with outstanding organizational abilities, and must have the ability to work extremely well in both a team setting and independently. The incumbent must be proficient in the analysis and preparation of financial data. The incumbent must be proficient in Microsoft Excel and be able to quickly learn new business management software. The incumbent must also be highly sensitive to project impact on individual departments, as well as to RTD as a whole.

In order to learn more about this position, and to apply online, please visit: www.sanjoaquinrtd.com/jobs

Thank you for your interest in this position.

### CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

### 9172 MANAGER II, MTA (ASSISTANT DIVISION MANAGER)

**Recruitment PEX-9172-097366**

**Salary: $104,182 - $132,990 annually**

**Position Description:**

Under administrative direction, the 9172 Manager II, MTA (Assistant Division Manager) assists in the management of a variety of transit service activities in the San Francisco Municipal Transportation Agency (SFMTA) bus and rail divisions. The incumbent supervises, trains, evaluates, and assigns work to division staff ranging from 100 to 500, and assists with maintaining morale, providing motivation and enforcing discipline. The Assistant Division Manager administers and oversees the daily functions of the division, manages complex special projects, substitutes for other Assistant Division Managers and/or acts as the 9174 Manager IV, MTA (Division Manager) in his/her absence, and performs related duties as required.

The 9172 Manager II, MTA (Assistant Division Manager) may be assigned to any bus or rail divisions, and/or to perform special project(s) or other tasks not specifically listed below provided that the assignment is consistent with the level of responsibility of the Manager II, MTA position. The position is subject to twenty four (24) hour call-back during emergency situations.

Nature of work: Due to the regular schedule and demand of the job, some assignments may require incumbents to work rotating shifts, evenings, holidays and weekends and may be assigned to be on standby status.

To view the full job posting in detail and apply online, please click on the following link: https://www.jobapscloud.com/SF/sup/bulpreview.asp?R1=PEX&R2=9172&R3=097366

### HONOLULU DEPARTMENT OF TRANSPORTATION SERVICES

### DIRECTOR OF RAPID TRANSIT

**Salary:** $116,496 - $300,000*

Continuous recruitment until filled; first review to be conducted on July 26, 2019.

The City and County of Honolulu is seeking a proven leader to serve as Director of the nation's first driverless rail system and multi-modal transportation program. Position responsibilities include administrative oversight of rapid transit assets, operations, safety, security, contract compliance, and maintenance activities across all departmental divisions. The successful candidate will have responsibility for Honolulu's entire multi-modal transportation network.

**Requirements**

**Education:** Equivalent to a Bachelor's degree from an accredited college or university with major in planning, engineering, architecture, public administration, business administration, or related field of study.

**Experience:** Ten years of responsible managerial and supervisory experience in a large public transit organization. Three years of the required experience must have been at a senior-management/executive level. In order to be qualifying, the overall managerial experience and span of control in the public transit organization must have involved bus and rail, and ideally, ADA complementary paratransit services, and other transportation modes.

**To apply:** complete information available beginning June 23, 2019 at http://bit.ly/2KW7nHP

*Amount includes a recruitment incentive. Salary commensurate with qualifications; pending approval and subject to funding availability.

### KITSAP TRANSIT

### FRIENDLY DRIVERS WANTED

Kitsap Transit has an immediate need for Extra-board drivers. Upon completion of training, extra-board drivers for both Routed and ACCESS will be guaranteed 30-40 hours per week, plus fulltime benefits. Req: HS diploma/GED. Must be at least 18 years old, have a valid WA driver's license, 12 months of driving experience and an excellent driving record. ROUTED OPERATORS: drive a bus on regularly scheduled routes. You'll receive paid and professional training which may be up to ten weeks at $17.90/hr and graduate to $19.98/hr after successfully completing your training and receiving your CDL. Post probationary wage is $20.31/hr. ACCESS OPERATORS: drive a bus providing on-demand, door-to-door service for elderly and disabled passengers. You'll start off receiving paid, professional training which may be up to eight weeks at $16.13/hr and graduate to $17.97/hr after successfully completing your training and receiving your CDL. Post probationary wage is $18.33/hr. Please visit our employment link at http://kitsaptransit.appone.com/ to apply. Applications accepted until positions are filled. EEO/AA

### MANAGER, DIGITAL COMMUNICATIONS

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

RTD is currently seeking a motivated individual with a Bachelor's Degree in Marketing, Communications, Business or a related field. Required is a minimum two years of supervisory experience and five years' experience related to web technologies and digital marketing. Also required is five years of experience with marketing and advertising concepts and strategies as well as marketing communications media and proficiency in HTML, CSS, W3C standards, SEO/SEM, and web analytics.

We currently have the following position available:

**Manager, Digital Communications**
**Job # IRC41620**

Description of Work: This position is responsible for managing, planning, developing, and executing overall strategy for digital communications initiatives for the organization including external websites, mobile initiatives, social media, and other digital communication efforts.

Please apply on or after June 16, 2019, but no later than June 28, 2019. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Regional Transportation District
Denver, CO 80202
EOE/AA/Drug Free

### MANAGER OF SUPPORT TRAINING, QUALITY CONTROL

**VIA Metropolitan Transit**, in San Antonio, is hiring for a Manager of Support Training, Quality Control. This position is responsible for leadership and management of the Fleet and Facilities Maintenance Division Training and Quality Control (QC) department. The qualified candidate will lead the development and implementation of continuous improvement initiatives, projects, and procedures of a best-in-class training and QC program. Will also work with all department leadership to forecast staffing and training requirements that align with Fleet & Facilities goals, growth and attrition. Works with and provides support to VIA's Procurement department in the procurement process including the review, scoring, and selection of appropriate bidders. Oversees and manages various contracts related to the Fleet and Facilities Division to include direct communication with vendors. Develops and improves standard operating procedures (SOP), Technical Service Bulletins (TSB) and technical campaign related procedures to expand upon and sustain continuous training, QC and overall performance standards. Manage the execution and recovery of the Fleet and Facilities warranty program. Responsible for preparing departmental operating and capital budgets to support the Training and QC department. Must have a bachelor's degree plus (5) years' experience or an acceptable combination of education and experience in heavy duty fleet operations, transit environment, instructional education regarding diagnostic troubleshooting, alternative fuels, braking, steering, suspensions, charging and cranking, emissions and electrical systems.

Preferred: ASE Certified in A, H or T; Member of American Society for Training and Development or the International Society of Performance; experience in working in a union environment.

For a full job description and to apply please visit our website at www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

### CHIEF TRANSPORTATION OFFICER

The **Kansas City Area Transportation Authority (KCATA)** is seeking a highly motivated experienced transit senior leader to serve as the CHIEF TRANSPORTATION OFFICER who will be responsible for leading the Transportation Division of approximately 550 employees and a $30 million budget. The Chief Transportation Officer impacts the KCATA's organizational success by providing oversight of the day-to-day transit functions; guiding long-term decisions regarding the provision of public transportation with insight into operational/functional impacts; effectively managing the operating resources and capital assets while providing safe, efficient, and reliable transit services throughout the Kansas City Metro Region.

**Minimum Qualifications**

This position requires a Bachelor's degree from an accredited college or university in Business, Public Administration, Transportation or related field or a combination of education, training, and experience; and ten (10) years progressive management

experience in transit transportation with at least five (5) years of this experience at the executive and/or senior management level to include demonstrated success in overseeing fixed route operations in a union environment.

**Benefits** · Competitive Benefits – See job announcement at www.kcata.org for details.

**Compensation**

· The annual starting salary range is $108,270 to $162,410 (commensurate pay based on experience).

· Relocation package offered.

**How to Apply**

This position is open until filled. Applications will be reviewed the 1st week of each month. Application materials should include a current resume, a letter of interest and the application. Visit our website at www.kcata.org to view the complete job description and follow the instructions to apply for job vacancies.

## HNTB TRANSIT PROJECT MANAGER (CENTRAL DIVISION)

HNTB is currently seeking a Transit Project Manager. This position may be located in our Kansas City, MO, St. Louis, MO, or Oklahoma City, OK office. The Transit Project Manager is responsible for the leadership and management of team in support of profitable delivery of transit projects. This professional will proactively manage the technical budget (direct labor and expenses, including technical sub-consultants), schedule, technical requirements, contractual obligations, project communications and HNTB's 4 for 4 performance (delivery of quality work, on time, on budget and to the client's satisfaction) on every project.

Bachelor's degree and 8 years related experience required. Transit agency and consulting firm experience preferred. Excellent relationship building, team leadership and effective communication skills are also important qualifications for this position.

Apply online by degree type. Bachelor's degree in Engineering: https://careers-hntb.icims.com/jobs/21243/transit-project-manager/job. Bachelor's degree in Landscape Architecture, Urban Design, Planning, Architecture, or related field: https://careers-hntb.icims.com/jobs/21242/transit-project-manager/job.

## DIRECTOR – RAIL OPERATIONS PLANNING & SCHEDULING

The **Washington Metropolitan Area Transit Authority (METRO)**, the third largest rail transit system in the country, is seeking a highly motivated individual to oversee the Rail Scheduling and Planning Division. The Metro Rail system is the heartbeat of the Washington region and is currently undergoing a major infrastructure re-build and is poised to undertake a regrowth in ridership. We are seeking someone with a sound background in rail operations, extensive knowledge in scheduling and the ability to monitor and respond to a constantly changing ridership. METRO is a safety-first organization and is committed to improving our customer experience. The ideal candidate should be quick in responding to changing conditions and have the ability to build and sustain relationships across the organization. The ideal candidate should also have project management experience in leading/managing the implementation of new complex scheduling software programs.

**Minimum Qualifications**

Education

· Bachelor's degree in Transportation Planning, Engineering or a related field

• In lieu of a Bachelor's degree, a high school diploma or General Equivalency Diploma (GED), with four (4) years of experience providing comprehensive transportation services in the aspects of transportation planning, management, and technical analysis

Experience

· A minimum of ten (10) years of experience in providing comprehensive transportation services in the aspects of transportation planning, management, and technical analysis

Preferred

• Education

• Master's degree in Planning, Engineering, Economics, or related field

• Experience

• Knowledge of geographic information systems (GIS)

To review a full job posting, and to apply online, please visit our web site: www.wmata.com/careers JOB ID: 190533

WMATA is an equal opportunity/affirmative action employer. All qualified applicants receive consideration for employment without regard to race, color, creed, religion, national origin, sex, gender, gender identity, age, sexual orientation, genetic information, physical or mental disability, or status as a protected veteran, or any other status protected by applicable federal law, except where a bona fide occupational qualification exists. Our hiring process is designed to be accessible and free from discrimination.

## SAFETY MANAGER

**Hampton Roads Transit** is seeking a Safety Manager to administer and promote the Safety Management System for the Rail, Bus and Ferry systems. Assist in establishing safety goals, objectives, strategies, plans, rules, procedures, and programs. Provide management direction for hazard management process (conducting risk assessments, tracking hazards, developing corrective actions and implementing engineering solutions). Manage the internal safety audit program to comply with State Safety Oversight and FTA requirements. Conduct system audits, track findings and corrective actions to closure. Conduct comprehensive accident/incident investigations. Develop, analyze, and manage safety performance data. Coordinate emergency preparedness standards for the system.

**Knowledge, Abilities and Skills:**

Extensive knowledge in Emergency Management and possess required NIMS, ICS and other FEMA courses; strong working knowledge of transit agency capital projects safety programs and the FTA/VDRPT requirements for safety certification of fixed guideway transit systems; general knowledge of OSHA regulations as related to general and heavy construction; comprehensive understanding of current federal regulations mandating State Safety Oversight.

**Training/Education/Experience:**

Bachelor's degree in business administration, project administration or safety; specialized training in safety administration or construction safety inspection; 7 years of progressive experience in a transit agency environment requiring independent analysis and action; 5 years' experience monitoring and/or investigating job-site safety practices or incidents.

Apply online at www.gohrt.com/transitcareers/

Hampton Roads Transit is an Equal Opportunity Employer

MTA New York City Transit

Join the Largest Public Transportation Authority in North America as a

## CHIEF, OPERATIONS PLANNING

## NYC TRANSIT DEPARTMENT OF OPERATIONS PLANNING JOB ID 95760

**This job will be closing on June 28, 2019**

We're tackling big challenges affecting millions of New Yorkers each day and transforming the customer experience. The combined work of our 50,000 employees contributes to NYCT's success in providing mass transit service throughout New York City.

The Chief, Operations Planning is responsible for managing staff engaged in service analysis and planning and scheduling of bus and subway operations, in addition to overseeing station planning and developing both long-term solutions and short-term pedestrian flow maintenance, during planned work. The selected candidate will recommend short and long-term service changes and fleet and station requirements that are consistent with funding, ridership and MTA Board adopted guidelines.

**Education and Experience Requirements:**

A Bachelor's degree in Public Administration, Economics, Urban Planning, Engineering or a closely related field and twenty (20) years of full time professional work experience in large rapid transit operations, fifteen (15) years of which must have been in a managerial/supervisory capacity, or a satisfactory equivalent of education and experience

MTA NYC Transit offers a robust benefits package that includes:

- Pension Plans
- Medical, Dental, Vision and Prescription Coverage
- Paid Vacation, Holidays and Leave Programs
- New York's 529 College Saving Plan
- Flexible Spending Accounts
- Tuition Reimbursement

To View full Posting and Apply, Visit our website: www.mta.info/employment - On the website, select "NYC Transit", then select "Search All Jobs", and search by Job Title or by Job ID Number. Or use the following link https://tinyurl.com/y3tktv6j

## AMES, IA – TRANSIT DIRECTOR

The City of Ames, Iowa, is seeking dynamic candidates for Transit Director. This position reports to the CyRide Board of Trustees, and will be a member of the City's Executive Leadership team. CyRide is the city bus system for Ames, Iowa. It is a collaboration between the City of Ames, Iowa State University (ISU), and ISU's Student Government.

Under the administrative direction of the Transit Board, the Director plans, directs, coordinates, and assures the efficiency of all fiscal, operational, maintenance, and personnel activities for the municipal transit system (CyRide), and performs related work as required. Administratively, CyRide falls under the City's financial policies and human resource policies and all employees (including the director) are considered to be a city employee.

The ideal candidate must have a bachelor's degree in transportation or a related field and five (5) years of public sector management experience, at least two of which are with a transit system. Considerable knowledge of state and federal regulations affecting public transportation systems is required. Prior joint City/University transit experience and assets management systems experience is preferred. The salary range for this position is $95,769 – $148,646 depending on qualifications and experience.

Please apply online at: http://bit.ly/SGRCurrentSearches

For more information on this position contact:
Kurt Hodgen, Senior Vice President
Strategic Government Resources
KurtHodgen@GovernmentResource.com
540-820-0531

## DEPUTY EXECUTIVE OFFICER, OPERATIONS

## (*PROJECT EMPLOYEE - VEHICLE ENGINEERING & ACQUISITION)

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

Metro is seeking a Deputy Executive Officer, Operations to assist in executing Metro's mission to provide a world-class transportation system. This is an opportunity to join one of the nation's largest and most innovative transportation systems. The Deputy Executive Officer, Operations will provide executive direction and support for the delivery of major transit vehicle capital projects.

**Key Duties and responsibilities:**

· Participates in the development of departmental policies, procedures, processes, and guidelines related to procurement, warranty, and Quality Assurance (QA) in Vehicle Engineering & Acquisition (VEA)

· Drives the strategic direction for the transit vehicle capital projects

· Directs the financial and administrative activities for VEA to include capital and operating budgets, performance analyses, and staffing needs

· Participates in the development and preparation of Metro's regional long-range strategic plans, Environmental Impact Statements/Reports, budget plans, long range planning strategies, and other reports

· Establishes partnerships with Metro internal and external executive stakeholders to ensure executive management is informed, remains engaged, and provides VEA projects with the required resources to succeed and support to address issues when they surface

· Identifies and directs in-depth analyses and mitigation of a broad range of problems affecting the mission of VEA, including its relationships with other offices and departments of Metro

· Develops and implements goals, objectives, policies, procedures, compliance measures, budget and work standards for assigned functions, and monitors progress

· Oversees, develops, and maintains Key Performance Indicators for VEA

· Supervises subordinate staff

· Represents executive management and Metro, as required, at meetings within and outside of Metro

· Works closely with regulatory agencies to ensure compliance

· Chairs and participates in various committees and task forces

· Prepares and presents conclusions and recommendations on behalf of VEA to a variety of audiences, including the CEO and Metro's Board of Directors

· Reviews and finalizes board reports on behalf of VEA to ensure accuracy, coherence, and correctness

· Ensures the continuous professional development and training for Vehicle Engineering Acquisition (VEA) staff

· Communicates Metro's safety vision and goals; oversees the implementation of agency and departmental safety rules, policies, and procedures; and maintains accountability for safety performance of all subordinate employees

· Ensures programs, procedures, and policies comply with requirements for EEO plans, discrimination complaints, and special EEO program efforts where applicable

**Education and Experience**

· Bachelor's degree- Business Administration, Finance, Engineering, or other related field

· Five (5) years senior management-level experience in project management and acquisition-related activities for major capital projects

**The salary range is $136,000 - $205,000.** Salary placement will be determined by education and experience.

*Project Employees occupy a budgeted position and are hired for projects that have a specific time frame.

**Application closing date is: July 12, 2019**

For consideration, please email a letter of interest and resume to resume@averyjames.com

Attention: Michele James

## GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

## POSITION: BUS MECHANIC APPRENTICE BUS DIVISION (PS101337)

Position located in San Rafael

Position represented by International Automotive Machinists, Local #1414

**Salary Range: Day Shift $30.36 per hour**

Swing Shift $30.36 per hour + 10% differential pay

Graveyard Shift $30.36 per hour + 15% differential pay

Starts at 68% of Journey-Level Wage with Wage Progression Commensurate

With Skill Level Progression. Current Journey-Level Wage is $44.65 per hour. 40 hour work week.

(Employee pays up to 7% of salary/wage toward CalPERS retirement plan)

NOTE: This position is being reposted. Applicants who have already applied do not need to reapply. All applications will be considered for this position.

**Minimum Job Requirements:**

· High school diploma or equivalent required

· Verifiable work experience in the automotive and/or heavy duty vehicle repair trades is desirable

· Verifiable education or training in the automotive and/or heavy duty vehicle repair trades, such as high school automotive technology coursework or automotive trade technical school is desirable

· Position requires a high degree of determination and commitment to personal and professional development and learning

**Required Tools:**

· Must have a basic set of journey-level hand tools to accomplish assigned work

**Application Procedure:**

**Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application**

**To Apply:** www.goldengate.org/jobs

## GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

## POSITION: PROVISIONAL MECHANIC, BUILDING & MAINTENANCE, (PS101371)

Position is represented by Auto Mechanics Local #1414

Position is located in San Rafael, CA

**Salary Range: $44.65 per hour**, ($92,872.00 annually) plus benefits (40.0 Hour Workweek) (Employee pays up to 7% of salary/wage toward CalPERS retirement plan)

**Position Summary:**

Under general direction of the Lead Building Maintenance Mechanic, performs routine preventive maintenance, inspection, diagnosis and repair of all Bus Transit facilities structural and mechanical systems, including shop equipment and passenger amenities and signage. Responsible for detailed written and electronic reporting regarding facilities and equipment condition, maintenance and repairs performed, and ongoing maintenance requirements.

**Required Knowledge, Skills And Abilities:**

Knowledge of: Industrial hygiene and safety practices concerning hazard communication, personal protective equipment, fall protection, confined spaces, and lock out/tag out procedures. Arc and gas welding principles and practices. Theory and practices of industrial electrical systems, including three phase high voltage circuits, low voltage control systems and industrial lighting systems. Theory and practices of industrial hydraulic and pneumatic systems. Industrial plumbing and pipefitting theory and practice. Theory and practice of commercial heating, ventilation and air conditioning systems. Preparation for and application of paints and other protective coatings. Common masonry theory and practice. Occupational health and safety rules and working practices applicable to this position.

**To Apply:** www.goldengate.org/jobs

Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

**The Following Document(S) Must Be Submitted At Time Of Application:**

1. GGBHT Online Employment Application.

2. Resume (Scan and attach as PDF to your online application).

3. Evidence of completion of a four-year apprenticeship or equivalent (Scan and attach as PDF to your online application).

4. DMV K4 Print-out which can only be requested from any DMV office. (Scan and attach as PDF to your online application). This report provides information on your driving record.

# Imagine it. Delivered.

As a fully integrated firm, AECOM's goal is to deliver innovative, state-of-the-art transit projects to bring communities closer together. With global resources available, our interdisciplinary staff can move a project forward from conceptual design to a functioning system, whether it be a people mover at the airport or a light rail line through downtown. We move people.

aecom.com

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